

Congressional Record

APPENDIX AND INDEX
TO PARTS 1 TO 5
OF THE
PROCEEDINGS AND DEBATES
OF THE
THIRD SESSION OF THE
SIXTY-SIXTH CONGRESS
OF
THE UNITED STATES
OF AMERICA

VOLUME LX—PART 5



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ATTENDANCE AND INDEX

PROCEEDINGS AND DEBATES

THE SESSION OF THE
LEGISLATURE

OF THE
STATE OF TENNESSEE

VOLUME X - PART 1



APPENDIX.

Shall We Leave the Gates Unguarded?

EXTENSION OF REMARKS

OF

HON. IRA G. HERSEY,

OF MAINE,

IN THE HOUSE OF REPRESENTATIVES,

Friday, December 10, 1920.

On bill (H. R. 14461) to provide for the protection of citizens of the United States by the temporary suspension of immigration, and for other purposes.

Mr. HERSEY. Mr. Speaker, this is a bill to suspend immigration into the United States for the period of two years, excepting, however, from that prohibition blood relatives, expert skilled labor, domestic servants, students, and soldiers.

This is an emergency measure caused by an intolerable condition growing out of the war.

The evidence before the Committee on Immigration shows that at the port of New York alone there arrived during the month of July last, 55,000 immigrants; in August, 57,000; in September, 70,000; and in October, 74,000.

The committee further says:

Before the war the largest immigration of a single nationality was from Austria-Hungary—338,452 in 1907. The committee was informed that on a recent date the Polish foreign office alone had applications on hand for 311,000 passports.

Ole Hanson, former mayor of Seattle, who recently returned from a tour of Europe, says of this immigration:

They are lined up in Europe by the hundreds of thousands waiting for the opportunity to get into the United States.

Thousands of undesirables who would have been here knocking at our gates months ago would come at once if there were ships enough to carry them. * * * One hundred thousand Red anarchists are bent upon getting into the United States, no matter what our immigrant laws may have to say about keeping them out.

F. A. Wallis, commissioner of immigration at the Ellis Island station, in an address given in Washington November 22 last, said:

Whole races of Europe are preparing to remove to the United States. Never since the early days of barbarian Europe has there been such wholesale migrations of population as that which is now in contemplation, with the United States as the destination.

These are startling figures and call for immediate action on the part of the United States to protect its labor and this Government from the undesirable who would destroy it.

The platform of the Republican Party, upon which Senator HARDING has been elected by an unprecedented majority, declares:

The immigration policy of the United States should be such as to insure that the number of foreigners in the country at any time shall not exceed that which can be assimilated with reasonable rapidity, and to favor immigrants whose standards are similar to ours.

The old nations of Europe attempted to colonize America in our early history by releasing criminals from their prisons and forming an organization of these men on the shores of the New World. These settlements were short lived, as history demonstrates that no stable government can be formed from the ignorant, lawless, and criminal classes.

Three hundred years ago the Pilgrim Fathers landed on the rocky coast of New England and formed a permanent colony from which came this mighty Nation. They were a law-abiding and God-fearing people, and only such are fit to make a nation.

From the days of the Pilgrim Fathers America has been an asylum, a place of refuge for all the nations of the world. Immigration has poured into this country from all lands, and in the making of our Nation, in the clearing of our forests, in the building up of our industries and manufactories we have been able to assimilate to a certain degree the alien man and woman from these lands, and have made of most of them good citizens who do not desire to return to the land from whence they came. Of late years, however, many undesirables have come to this Nation under lax immigration laws and through the failure of those in charge not to properly enforce the laws we have.

In 1902 Woodrow Wilson, then a historian, in his history of the American people, said:

The census of 1890 showed the population of the country increased to 62,622,250, an addition of 12,466,467 within the decade. Immigrants poured steadily in as before, but with an alteration of stock which students of affairs marked with uneasiness. Throughout the century men of the sturdy stocks of the north of Europe had made up the main strain of foreign blood which was every year added to the vital working force of the country, or else men of the Latin-Gallic stocks of France and northern Italy; but now there came multitudes of men of the lowest class from the south of Italy and men of the meaner sort out of Hungary and Poland—men out of the ranks where there was neither skill nor energy nor any initiative of quick intelligence—and they came in numbers which increased from year to year, as if the countries of the south of Europe were disburdening themselves of the more sordid and hapless elements of their population, the men whose standards of life and of work were such as American workmen had never dreamed of hitherto. The people of the Pacific coast had clamored these many years against the admission of immigrants out of China, and in May, 1892, got at last what they wanted—a Federal statute which practically excluded from the United States all Chinese who had not already acquired the right of residence; and yet the Chinese were more to be desired, as workmen if not as citizens, than most of the coarse crew that came crowding in every year at the eastern ports. (History of the American People, vol. 5, p. 212.)

These undesirables mentioned by Prof. Wilson have since 1902 flooded this country and have not been properly assimilated because of their views of citizenship and their antagonism to all government. During the late war and down to the present time they have attempted at times to wreck this Nation, to overthrow the Government, to bring on revolution, to destroy the benefit and efficiency of labor organizations, to introduce socialism and anarchism among the workers in America. Congress has been obliged to enact laws for their deportation, and the lessons of the past have demonstrated that we want no more of this kind of immigrant.

The present immigration law, if faithfully enforced, would greatly restrict undesirable immigration. This law, however, has been disregarded by the Assistant Secretary of Labor, who is himself in sympathy with these anarchistic and undesirable aliens. His removal from office would go far toward solving this serious problem now before the American people.

We have, however, many gates unguarded. The great coasts of the Atlantic and the Pacific, the Mexican border, the great Canadian border of 3,000 miles are not properly protected, but left unguarded.

In 1916, after two years of the World War, in speaking to the people of my district on the immigration problem I said:

To me the United States is the greatest Nation under the sun; the American people the superior of any people. Our people are the result of a perfect blending of the best from all lands.

Some years ago a famous statesman on the floor of the United States Senate spoke thus of America, and his sentiment is my creed to-day. He said:

"The American Republic was established by the united valor and wisdom of the lovers of liberty from all lands. The Frenchman, with his gay disregard of danger; the German, with his steady courage; the Pole, with his high enthusiasm; and the Irishman, with all these qualities combined, were here in the long and bloody contest for American independence. Lafayette, the beloved of Washington; Hamilton, who rode by his side and assisted to organize the Government; Pulaski, who fell at the head of his legion at Savannah; DeKalb, who died upon the field, with all his saber wounds in front; Montgomery, who gave up his life in the storm of Quebec; Steuben, the accomplished military organizer; Kosciuszko, with his genius and daring; and large numbers of their followers and associates were born under alien skies and came to the banquet of battle and of death because of their love for human freedom. On every battle plain of the Revolution, from Bunker Hill to Yorktown, the bones of their countrymen have long since crumbled to dust, and at every subsequent period of American history the foreign-born citizen, in council and in field, has been faithful to the common cause for which his ancestry bled."

I have said that we shall see as a result of the present world-wide war, the aftermath of this harvest of death, disordered, broken, shattered nations where now stand the proud participants in this awful strife. And, as a natural sequence, when the war is over we shall see a tide of emigrants setting out from the war-worn countries of Europe, seeking new homes.

There will be broken, scattered households, widows and orphaned children by tens of thousands, prostrate industries, bankrupt treasuries, extortionate taxes for generations yet unborn, and labor walking the streets of ruined cities in rags and despair.

Here, in the offing, under sunset skies, stands America, ever the land of promise to their yearning gaze, but now especially the haven of their hearts.

And there will come to us a great influx of immigration, seeking America as an asylum of safety, a city of refuge from the exactions of the tax gatherer, and a field of employment, where in direct competition with our yeomanry the pauperized European will wax fat at the expense of American citizens whom he will throw out of employment.

If we would protect American labor and our own people,
WE MUST NOT LEAVE THE GATES UNGUARDED.
In the words of Aldrich:

Wide open and unguarded stand our gates,
And through them presses a wild, motley throng—
Men from the Volga and the Tartar steppes,
Featureless figures of the Hoang-Ho,
Malayan, Scythian, Teuton, Kelt, and Slav,
Flying the Old World's poverty and scorn;
These bringing with them unknown gods and rites,
Those tiger passions, here to stretch their claws.
In street and alley what strange tongues are loud,
Accents of menace alien to our air,
Voices that once the Tower of Babel knew!

The war is ended. The hour has arrived when the United States must protect itself from these alien races. We do not need foreign immigration to do the work of America. The most reliable reports of to-day show that over 2,000,000 laborers are now out of employment and that this unemployment is on the increase. We must protect our own laborers, and the only way to do so is to place an embargo by this bill against foreign immigration.

O liberty, white goddess! Is it well
To leave the gates unguarded? On thy breast
Fold sorrow's children, soothe the hurts of fate,
Lift the downtrodden, but with hand of steel
Stay those who to thy sacred portals come
To waste the gifts of freedom. Have a care
Lest from thy brow the clustered stars be torn
And trampled in the dust.

EXTENSION OF REMARKS

OF

HON. THOMAS D. SCHALL,
OF MINNESOTA,

IN THE HOUSE OF REPRESENTATIVES,

Saturday, December 11, 1920.

Mr. SCHALL. Mr. Speaker, there is nothing new to be said on this question. All arguments pro and con have been set forth. I merely wish to register my opinion. The recent solemn referendum thundered forth the decision of the American people that we are through with the internationalism of our recent leaders, and as a Nation we hark back to the international policies of the sane and wise men who founded and guarded our liberties. Our liberality needs no League of Nations to hedge it about with red tape and rule of thumb. Too generous we have always been for our own good.

The first law of nature is self-defense. It is imperative that we at last consider the life and well-being of our own country. If we would keep our own raft afloat, we can not allow it to be any further crowded. With 2,000,000 unemployed in this country, with 2,000,000 walking the streets, it is futile to admit any more, to become public charges through their inability to care for themselves and our lack of jobs for them.

This bill is headed in the right direction. But it is to be hoped that some provision will be made that the 2,000,000 walking the streets shall get employment. The 2,000,000 walking the streets point the duty of this Congress. Not only must this bill pass but work must be provided. The cold winter is coming on, with its suffering and privation among the poor. These men have been working; many of them have been defenders of their country. England just recently voted down large appropriations for her navy, than which nothing is dearer to English ambition, in order that she might make provision for the employment of her people.

Not only the laboring class, but the farmer, needs relief. When he sowed his crop prices of tools, labor, and material were at their peak. Now the bottom has dropped out of everything, and if he sells at present prices he is ruined. Live stock as well as wheat, corn, and potatoes have suffered a slump that no man's judgment could have foreseen. The farmer toiled long and faithfully, being admonished of his duty to feed the hungry world. Foreign nations are allowed to come into our markets and sell and sell and sell on future markets till the price is forced down to suit them. The royal commissioner of Great Britain is now buying wheat. He has been given unlimited power, and he can and has bucked the market and broken the price. He always buys on the big breaks. Then he backs up and takes another crack at it. The supply of wheat is low, still the price is forced down. When he gets all he wants at the price he wants, then the price will rise again, but by that time, unless credit is obtained for him, our American farmer will be ruined. He is being forced to sell through lack of credit machinery. He will be as good as robbed if provision is not made at once. There should be representation on the Federal Reserve Board, not only for the bankers and financiers

of Wall Street, but also for the farmers. It is not consistent to allow the 4th of March to come without seeing to it that short-time credit is extended upon the farmers' produce.

I am in sympathy with the weary hearts that long to leave the burdened countries of Europe. I can understand how they wish to pass their remaining days under the shelter and protection of the Stars and Stripes. But we must protect the interests of our own and care for America first. For the past 12 years the heart of the world has been so ably cared for that it will be sufficient for the next 30 years. It is fitting that with an American about to take the President's office we should formulate and, more important still, enforce a genuine 100 per cent American immigration law.

It is the custom to aver that the strands of our civilization have been drawn from immigrants of all nations, and that the sturdy quality of our breed is due to the admixture of strong peasant peoples. That was a safe condition so long as the flood did not submerge us; so long as we could continue to assimilate the newcomers and make of them countrymen whose interests and hopes and forms of thought became American. But we have not met this problem. The incoming flood remains dangerously alien. It is a type that settles down in the cities in huge undigested masses that fills the sweatshops and crowds the tenement districts. It is not the strong young artisan who comes, able to take his place and contribute to the upbuilding of this country. He and his class were well-nigh obliterated by the war. As a French woman on the train up from Paris to Brest said to me, "We can rebuild our ruined cities; we can renew our devastated fields; what does the loss of wood and stone and plowed land matter? But our young men? What shall our girls do for husbands? The young life of France is gone."

The young manhood has been destroyed. What shall we do about that? So it is in all the war-torn countries. We can not look for able-bodied immigrants. It is the old men, the enfeebled women, exhausted by the war and its burdens, who are coming to this country. But due to the high cost of living and the heavy taxes the men in this country have all they can lift, and they should have what employment there is to be had. The possibility of these newcomers becoming public charges is not at all remote. Formerly we got a workman class from Europe. But it is not so to-day. Official figures show that in the half year up to July 430,000 immigrants came in. This number has been increasing, so that it is estimated that if unchecked the number of immigrants next year will be 2,000,000. Of the 430,000 who came in July over 173,000 had no occupation.

We have a right to say how many shall enter our portals, where they shall be distributed, and what sort of material they shall be. Especially should we guard against the malcontent, ready to bite the hand that is reached out to succor him, ready to instill the poison germ of anarchy into the mind of the ignorant and uninformed. This is to-day the real, the grave danger threatening our country. These treacherous doctrines are eating away in secret, undermining the very foundation of the temple of liberty. It is our business to see that the flood is barred to our shores. It is our business to take care of America and reserve its employment to Americans.

Public Expenditures and Taxation—Address of Hon.
Nicholas Longworth.

EXTENSION OF REMARKS

OF

HON. SIMEON D. FESS,
OF OHIO,

IN THE HOUSE OF REPRESENTATIVES,

Saturday, December 11, 1920.

Mr. FESS. Mr. Speaker, under the leave granted I print the address of Hon. NICHOLAS LONGWORTH, delivered at New York City December 9 before the National Association of Life Insurance Presidents.

The address is as follows:

PUBLIC EXPENDITURES AND TAXATION.

Mr. LONGWORTH. I esteem it a very high privilege to have been invited here to speak to you on a subject perhaps more than any other agitating men's minds to-day—the question of public finances and national taxation.

You men, the high captains of insurance, have done and are doing perhaps more than any other chiefs of industry to en-

courage economy and thrift among private citizens, and Heaven knows that is the thing above all others that must not only be encouraged but enforced, even brutally if need be, in the affairs of the National Government. We have been passing through an era of the wildest and most riotous extravagance ever known in American history, and we are yet far away from a return to anything like normal conditions or reasonable economy of government.

The war, except purely in a technical sense, has been over for more than two years, and yet our taxes are 1,000 per cent higher than they have ever been except, only, during a year or two after the Civil War—higher by far than in any other country in the world except Great Britain. Such taxes as these are entirely unjustifiable in time of peace, but can we afford to materially reduce them in the face of the tremendous debt that we have accumulated and the tremendous present cost of government? That is the question that to my mind overshadows in importance any other with which the present and the future Congress will be called upon to deal. I have given up hope that any really constructive legislation in this direction is possible in the few months remaining of the present session. It is of vital necessity that the great money-supply bills should be passed, and I think under existing conditions, and particularly with the ever-present threat of a presidential veto, we will be extraordinarily lucky if adjournment on the 4th of March will find all the appropriation bills enacted into law.

But certainly the incoming Congress, which I believe will be called into extra session almost immediately, will have as its first duty, if not the substantial reduction, certainly the revision, modification, and simplification of our present revenue system.

Is a substantial reduction of taxation possible in the next year or two? Before attempting to answer that question let us first take count of stock. Let us examine the receipts and expenditures for the last fiscal year and the prospective receipts and expenditures for this year and next year. In round numbers, our receipts for the fiscal year which closed on the 30th of last June were \$6,350,000,000 and our expenditures \$6,100,000,000. For the year which will close on the 1st of next July our estimated receipts are \$5,500,000,000 and our expenditures something more than \$4,500,000,000, which would show a favorable balance, but I am afraid in all probability an elusive one, of something like a billion dollars. But it must not be forgotten that among our prospective expenditures is not included the war overhang of floating debt represented by short-time certificates of something like two billion and a half dollars.

This situation is bad enough, but it would have been infinitely worse if it had not been for the action of the present Congress in the direction of economy. I intend to avoid bringing politics in any way into this discussion, and what I shall say will be purely a matter of history and not of argument. As a matter of fact, argument would scarcely seem necessary in the face of what occurred in the early days of November. When the last Congress adjourned eight of the great money supply bills remained unpassed—that is to say, the appropriations for the fiscal year of 1920. The present Congress within a short time repassed these bills, but with this difference, that the total amount carried by them was reduced by the sum of \$939,692,541.97.

We then undertook the formulation of the appropriations for the ensuing fiscal year. We were faced at the outset with the request of the executive branch of the Government for the appropriation of the appalling sum of \$6,334,212,929.46. This we proceeded to cut in every way possible and succeeded in paring off the round sum of \$1,474,422,602.16. Thus it appears that the present Congress has succeeded in saving to the country more than \$2,500,000,000. Had it not been for this saving any prospect for a reduction of taxes for many years to come would have been as a mirage in the desert.

And now comes the executive department and asks for appropriations for the year 1922—four years after the war is over—of more than \$5,000,000,000. I am not here to pose as a prophet, but I predict that Congress will go after these requested appropriations with an ax, and if we cut them by less than a billion I shall be surprised.

Even so, however, the situation is going to be bad enough. The national funded debt is now something like \$25,000,000,000—just about what it cost this Government to live from its foundation up to the second inauguration of President Wilson—and it seems scarcely possible that the revenues under present and prospective business conditions are going to keep up to the level of the past year or so. I repeat that I am not here to discuss politics or to criticize this administration or any other, but investigation of our expenditures during and since the war has shown beyond all doubt that a large part of the financial burden which oppresses us is due to riotous waste and extravagance if not worse, and that had reasonable care and economy

been exercised our debt would be less by more than a third than it is now. But these obligations whether properly accumulated or not must be paid some time or other, and are we, under existing circumstances, justified in presently reducing our enormous and burdensome taxes?

The problem of tax reduction would have been considerably simplified if two measures which were passed in the present Congress had been permitted by the Executive to become laws. The resolution terminating the war period would have automatically abolished a number of the boards and commissions which are to-day harassing legitimate business, and would have gotten rid of a vast number of utterly useless employees whose salaries are being furnished by the taxpayer. The budget bill in my judgment would have resulted in the saving of many hundreds of millions, but this bill also met the presidential veto.

The problem would be further simplified if we were justified in funding the floating debt into long-term securities, but would that be advisable under existing conditions? For my part I think it would be a dangerous step. I can not avoid the conclusion that the issuance of \$2,500,000,000 of bonds under present conditions would necessarily derange private and commercial credit, and injure the credit of the Government at the very time when every preparation ought to be made for the refunding operations which are to come in the early part of 1923, and which will involve nearly \$8,000,000,000 worth of securities, including \$6,000,000,000 of the Victory loan. I have always stood for the proposition that the main part of our war expenditures ought not to be assessed upon the present generation. I hope that the Victory loan will be funded into bonds of not less than 50 years' duration. But the funding of our floating indebtedness is a different matter, and I am convinced that it would not be the part of wisdom to provide for its settlement at this time in any other way except out of the current revenues.

Does the situation as I have indicated justify a speedy and substantial reduction in taxation? If I should answer in the negative I do not think I would be taking an unduly gloomy view of the situation, particularly in the face of what the Secretary of the Treasury has said in a recent letter to the Ways and Means Committee of the House:

I beg to submit to your committee for its serious consideration whether, all things considered, it would not be advisable to seek out additional sources of revenue to meet the current requirements of the Government.

In other words, the present administration, far from suggesting means by which taxation might be reduced, is asking for suggestions as to means by which it may be increased. I think I am not overpessimistic when I submit that any substantial reduction of taxes is not possible in the near future, and when undertaken it must be with the greatest care and deliberation. In short, I believe that our immediate problem is the revision and modification and simplification of the present law and the substitution of fair and proper taxes for the present taxes which, to my mind, are in many respects unfair and improper.

The first question that arises is this: Are there any items of our present revenue system that can be increased without injury to the taxpayer and the consumer in order to make possible the reduction of some of the other items which are carrying particularly onerous and burdensome taxes? The present revenue of the Government is derived from four principal sources—customs, miscellaneous receipts, miscellaneous internal-revenue receipts, and income and profits taxes. For the year just closed they were in round numbers as follows: Customs, \$320,000,000; income and profits taxes, \$4,000,000,000; miscellaneous internal revenue, \$1,500,000,000; and miscellaneous receipts, \$600,000,000.

The latter item is one with which Congress can not very well deal. It consists of back taxes, interest on foreign loans, Panama tolls, sale of public lands, and to-day mainly of war salvage. Of course, the item of interest on foreign loans is negligible, because we are receiving practically no interest on the \$10,000,000,000 debt of our allies.

It seems obvious that of the remaining three items the receipts from customs are far too small in comparison with the receipts from the other two sources. When I first went to Congress, 17 years ago, our revenues from customs constituted about half of the total receipts of the Government. In the last year of the Roosevelt administration the customs receipts were about \$300,000,000, out of a total of about \$600,000,000, and even in those days we were criticized for extravagance. I think it was just before that that a howl went up because Congress had spent a billion dollars in two years. In 1920 the receipts from customs were about \$320,000,000, out of a total of nearly \$6,500,000,000. In other words, while in the Roosevelt and Taft administrations customs constituted about 50 per cent of all the Government receipts, to-day they constitute only about 5 per cent.

While the actual receipts from customs have increased but slightly, the total value of imports has increased enormously. In 1908 the total value of imports was a billion and a quarter of dollars. In 1920, \$5,000,000,000. In 1908, 45 per cent of all our imports came in free of duty. In 1920 more than 75 per cent came in free of duty. In 1908 the average ad valorem rate on all imports was 22 per cent; in 1920 less than 6½ per cent.

Under such circumstances it would seem obvious that a larger proportion of our revenue ought to come from the custom-houses, but the trouble is that this would involve a complete change in our tariff system, and for one I am opposed to taking hasty and undeliberate action on that. I have never wavered since I left college in my firm belief in the policy of protection. Indeed, I think it is of more vital importance to the preservation of American business and industry to-day than it ever was before, but with the commerce of the world out of joint, with the difficulty of determining costs of production at home and the utter impossibility of determining them abroad—and it is upon the equalization of the difference in costs of production here and abroad that the justification of the protective policy must rest—I am not in favor of a general tariff revision under such circumstances. Moreover, a general tariff law framed upon principles in which I believe would not increase the present revenues, in my judgment, more than about \$400,000,000, which in these years of enormous expenditures is a relatively insignificant sum. I do not think, therefore, that as a practical proposition it is possible to get the full relief we need through increase of customs revenues in the immediate future.

We are compelled, then, to fall back upon the proposition, What can we do, short of reducing taxes generally—which is impossible—to make the tax burden easier? First and foremost, we ought, in my judgment, to immediately repeal the excess-profits tax.

This tax if justifiable in time of war can not be defended in time of peace. It is essentially a tax on brains and ability and efficiency of management. It is a tax also which to my mind has been one of the principal causes of the high cost of living. It is a tax which experience has shown has been passed on to the consumer and multiplied in the passing. It ought to be repealed, and repealed at once, but the situation is—and we might as well frankly face it—that it can not be repealed unless some other tax is substituted for it that will raise approximately the same amount of revenue. It has been, except only the combined individual and corporation income taxes, the greatest revenue producer of the lot. Evidently we can not dispense with the revenue of a billion and a quarter dollars that it has been producing. Therefore it is idle under existing conditions to talk of its elimination unless something else is substituted for it.

Two such substitutes are now under consideration in the Ways and Means Committee and, so far as I know, are the only ones that have been suggested. First, a tax on general sales, and second, one which is in effect a tax on undistributed profits. The sales tax comes to us in two forms—first, a tax upon all retail sales, and second, a tax confined to the final sale to the ultimate consumer. There are strong objections to both, particularly to the first. There is one argument in favor of it—it would raise the money; there is no question about that. It is estimated, and I think correctly, that a 1 per cent gross turnover tax with no exemptions of any sort would yield \$1,700,000,000, but such a tax would apply to every sort of sale, such as sales of farms and city homes, and of the plant, business, and assets of corporations, and in fact all other capital assets.

If we were to eliminate the sale of capital assets it would probably yield on the outside less than a billion dollars, which would be insufficient. Moreover such a tax would have a cumulative and pyramiding effect. It is estimated that there are on the average six turnovers between the producer and the ultimate consumer. Thus the tax would be imposed in increasing amounts on each sale at least six times, in many cases perhaps as much as fifteen times.

But the main objection to it as I see it would be that it would bear infinitely harder upon small business than upon big business. It would seem obvious that such a tax would bear but lightly upon great combinations of capital which conduct under one ownership a number of the operations usually carried on by individual concerns. Such a corporation would escape the tax on every turnover which the less fortunately situated small man would have to pay. This is the form of taxation that was advocated by Gov. Cox in his campaign. How much it had to do with the final result it is of course impossible to say, but be that as it may, it would hardly seem to be what one would call a popular system of taxation.

The other form of sales tax is that which would be confined to the final sale to the consumer. It is an infinitely better tax than the turnover tax because in no case would it be paid more than once, and I think in the majority of cases could not be passed to the consumer, but there are many objections to it, too. In the first place it would be extremely difficult to administer. On each preliminary sale a certificate would have to be given by the seller to the effect that the article bought by him would not be sold until converted into some other form, and in the second place the tax of 1 per cent on such sales would not raise more than probably \$350,000,000.

It would, therefore, be necessary, if it were to be used to supply a deficiency caused by the elimination of the excess-profits tax, to make this tax at least 3, or maybe 4, per cent. That, in my judgment, is too high a tax to put on general consumption of necessities of life under existing conditions. Personally I would be glad to see some day a small final-sales tax made a part of our permanent revenue system. I believe it would have a tendency to encourage thrift and economy and a scrutiny on the part of the general public of Government expenditures, but I do not think that such a tax ought to be more than 1 per cent, and, of course, that would be entirely inadequate for the necessities of the present situation. As a matter of fact, in my opinion all discussion upon the question of a sales tax is of little more practical effect than a moot court debate. We might as well face the facts, and the facts are that Congress is not now prepared, in my judgment, to adopt any form of a general-sales tax, particularly as a substitute for a tax on the profits of corporations.

Under existing conditions there seems to be but one practical substitute for the excess-profits tax short of a radical increase in the rates of the income and corporation taxes, and that is a tax on the undistributed profits of corporations. It is proposed to impose a tax of about 25 per cent on the difference between what a corporation actually earns and what it distributes to its stockholders; for instance, if a corporation earned \$100,000 and distributed \$50,000 to its stockholders, it would pay a tax of 25 per cent on the remaining \$50,000, or \$12,500. This tax would be extremely simple of administration and collection, because the only additional information that the Government would require would be the amount actually distributed in dividends.

From the standpoint of the corporation it would have this peculiar advantage over all other taxes, that the corporation itself would be able to determine just the amount of tax that it would be called upon to pay. I think there could be no possible doubt but that it would raise the necessary revenue, assuming that the earnings of corporations remain anywhere near what they have been in the last year or so.

I have heard it said that the tendency would be for all corporations to distribute their entire earnings to their stockholders for the purpose of avoiding this tax. That might be true in some cases, but I am convinced that it would not be true of the vast majority of cases, particularly of the very rich corporations. It must not be forgotten that such amounts as are distributed by the corporations are subject to the income tax in the hands of the stockholders, which in the case of very rich men would mean a tax of more than 50 per cent. It is not conceivable, therefore, that in the case of corporations controlled by very rich men the tendency would be to make very large distributions in order to avoid a 25 per cent tax on the corporation when they would thereby subject themselves to a 50 per cent tax as individuals.

It must be particularly noted, too, that such a tax would not be in any way retroactive—that is to say, it would not be imposed on any profits accumulated before the passage of the law. I think that the most vicious sort of taxation legislation is that which taxes profits on income heretofore accumulated. No man ought to be compelled to reopen his books once the business of the year has been completed and accounted for. This tax would only be imposed on profits acquired in the future, and it would be for the corporation itself to say how much of those profits should be subject to the tax.

Personally I am not definitely committed to this form of tax or to any other, but I am extremely desirous of getting rid of the excess-profits tax, and I think there are fewer objections to this than to any other method so far suggested.

During my service in Congress, particularly in the framing of revenue laws, I have come to the conclusion that no system of taxation is essentially scientific. We speak of tax experts, but to my mind "there ain't no such animal." Some men have more knowledge than others, but no one knows everything about taxation. The need for revenue has been so enormous in the past few years that Congress has had to go ahead with no

precedent to guide it, and many of our present taxes hurt, and I think hurt unnecessarily, both the taxpayer and the consumer, but there is no tax—particularly a big, direct tax—which will not some time, somewhere, work a substantial injustice.

The goal to which we ought to work would provide no taxes on necessities, moderate taxes on savings, heavy taxes on waste. We are far away from that goal to-day. No taxation system ever devised by Congress will entirely reach it, but I hope and believe that during the next session we may be able to make an important beginning in that direction, with the prospect before we have adjourned that the burden on legitimate industry and business will have been greatly relieved and the cost at least of the necessities of life to the American consumer greatly lightened.

Seasonal Agricultural Labor From Mexico.

EXTENSION OF REMARKS

OF

HON. CARL HAYDEN,

OF ARIZONA,

IN THE HOUSE OF REPRESENTATIVES,

Thursday, December 9, 1920.

Mr. HAYDEN. Mr. Speaker, under the permission granted me I desire to print in the RECORD a statement which I made before the Committee on Immigration at a hearing held on Friday, January 30, 1920:

STATEMENT OF HON. CARL HAYDEN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ARIZONA.

Mr. HAYDEN. Unfortunately, I have been prevented by an attack of influenza from attending the sessions of the committee, and therefore am not informed as to what has taken place prior to this time.

As I understand the situation, there is pending before your committee a resolution to admit temporarily seasonal laborers from Mexico, who are citizens of that Republic, to engage in agricultural work only. The necessity for such legislation, so far as I am qualified to testify as a witness, is confined to the present situation in the Salt River Valley in Arizona and other cotton-growing regions of my State. Prior to the introduction of the long-staple Egyptian cotton the farming industry in Arizona was conducted in such a way that a sufficient supply of agricultural labor was available throughout the year. There was necessity for additional men at harvest time to take care of the wheat and other grain crops, or in the haying season, but there was no general demand for manual labor on the farms such as is required by the cultivation of long-staple cotton. Long-staple cotton seed was brought from Egypt some 12 years ago, bred up and standardized on a Government experimental farm, and is now recognized to be the finest type of cotton in the world. There is nothing to equal it for length of fiber or in tensile strength. The largest use of Arizona-grown cotton is in automobile tires and other products where great strength of fiber is required.

Until recent years a long-staple cotton was grown in the South known as Sea Island cotton, but the boll weevil has reduced the production of that cotton from 120,000 bales down to less than 30,000 bales this year. The production of long-staple cotton in Egypt has also been greatly reduced by the introduction of the pink bollworm. Such cotton can not be grown everywhere. It can only be produced in an exceedingly arid country, under irrigation conditions, yet it is absolutely necessary for the maintenance of important American industries. It was represented to the Department of Labor during the war that the Arizona cotton growers were producing an article essential to the needs of the country, and the Secretary of Labor was induced to suspend the restrictions as to the head tax, contract labor, and illiteracy, so as to permit the temporary admission into the Salt River Valley of agricultural laborers from Mexico for the cultivation of Egyptian cotton.

Last year the Salt River Valley produced crops of a total value of approximately \$40,000,000, of which about \$25,000,000 was cotton, and the representation made to me by the cotton growers there is that unless they can secure seasonal labor from Mexico the production of long-staple cotton must be greatly reduced.

I have made every effort to see whether such labor could not be obtained from other sources. I have taken the matter up with the United States Employment Service and other Gov-

ernment bureaus in order to ascertain whether cotton pickers could not be sent to Arizona from other parts of the United States, but without success. I thought it might be possible to obtain additional labor during the picking season from the Indian tribes in Arizona and New Mexico. In the beginning the Cotton Growers' Association was comparatively successful in inducing a considerable number of Indians of the Pima Tribe to work in the cotton fields. But the Indians are now growing Egyptian cotton themselves where they have water for irrigation, and are actually employing labor to pick it. The industry in the meantime grew by leaps and bounds, until all the Indian labor obtainable is insufficient.

My father went to Tucson, Ariz., in 1854, then a small Mexican town. Everybody spoke Spanish, and Mexican manners and customs were observed. To-day there are in Arizona ten times as many people of Mexican blood as there were at the time of the Gadsden purchase. Yet they constitute but about one-seventh of our population, because so many thousand Americans have settled in my State. The American people make the laws, but there has been no discrimination against the people of the Mexican race who reside in Arizona.

Adjoining Arizona on the south is the State of Sonora, Mexico. That country, as you are all well aware, during the past 10 years has been torn with revolution. The Mexican is the only resident of any nation on this continent, in North or South America, who leaves his own country. Every other nation, every established government except the United States, from Canada to Argentina, invites immigration, and is receiving the help of people from other parts of the world to assist in the development of their natural resources. But the Mexicans leave their own country, and will continue to do so as long as revolutionary conditions exist there. As soon as there is established in Mexico a stable form of government, and let us all pray that the day may soon arrive, the Mexicans now in the United States will be anxious to return to their own country, and in addition there will be a great demand for the people from the outside world to come and help develop Mexico. Everyone knows of the enormous resources of that country which would support ten times the present population.

Mr. WELTY. Mr. Hayden, right there, when that condition arrives capital will rush into Mexico and labor will be in demand in Mexico, and then what will you people do on the border? Can you compete with Mexico and its rush conditions there?

Mr. HAYDEN. I am glad you brought out that point, and I shall discuss it later. I am in entire agreement with those who favor the restriction of undesirable immigration. The proper thing to do in the United States is to populate our country with our kind of people. Whenever there is permanently imported into this country from any source a class of people who will not, after one or two generations, look the same, act the same, have the same ideals as other Americans, and make as good citizens as the native-born American, that sort of people should be excluded from the United States.

Mr. WELTY. You do not believe in letting down the bars so that Mexicans can come to this country freely without paying the head tax and passing the literacy test?

Mr. HAYDEN. No. I am convinced that the general principles laid down in the immigration law are sound, are based upon reason, and should be generally enforced. The only exception that exists is provided for in the measure pending before you. It is proposed that for the year 1920, to meet an extraordinary situation, certain Mexican agricultural laborers from the Republic of Mexico will be permitted to temporarily enter the United States with the distinct understanding that when they have completed their year's work on the farms and ranches they shall return to their own country, without in any manner impairing or interfering with the ordinary course of affairs in the United States, aside from furnishing labor for a specific purpose.

Mr. WELTY. Suppose they want to stay here after they do come here, how would you get them back?

Mr. HAYDEN. The way that was arranged during the war was this: There was an association of cotton growers in the Salt River Valley. That association represented to the Department of Labor that they needed Mexicans as cotton pickers to gather their crops. The Secretary of Labor ascertained that he had authority to admit such laborers. Each Mexican, as he came across the border, had his description taken. He was photographed and a record was made by the Immigration Service so that his identification was complete. The Cotton Growers' Association agreed that when any Mexican so admitted had finished his year's work they would see that he was returned to Mexico. The Mexican agreed that if he attempted to engage in any other class of labor, outside of agriculture, in

competition with skilled labor, for instance, he would be returned to Mexico. The testimony given to me by the officials of the Department of Labor is that the Cotton Growers' Association in the Salt River Valley lived up to the letter of every agreement made with the department.

No complaint has been made to the department about the treatment received by such Mexican laborers in Arizona, and no difficulty has been experienced about their return at the end of the season.

Mr. BOX. What do they mean in this report about desertions, when they say so many thousand deserted? What do they mean by that?

Mr. HAYDEN. I do not know about desertions in other parts of the country and I have heard no complaint from the department about desertions in the Salt River Valley. The Mexicans were brought in under supervision and placed upon the farms of members of the Cotton Growers' Association. It was known where they were all the time. If a Mexican did not do as he agreed to do, according to the conditions under which he was admitted he was sent back across the border. In any event, when the period of his permit had expired he was taken to the train and returned to his home in Mexico.

Mr. WELTY. In other words, he was deprived of his liberty when he came to the United States?

Mr. HAYDEN. He came into the United States as an alien, and he had no right to do anything here other than that which he agreed to do according to the permit which was issued to him by the Immigration Service. In my opinion that same principle might very well be applied to every alien who comes to the United States. All aliens should either qualify for and obtain American citizenship or they should be deported if they violate the conditions under which they are admitted.

Mr. WELTY. So long as you apply it to all aliens, but you can not make an exception of a Mexican, or of a Canadian, or any other alien. Should we not treat all aliens on an equality?

Mr. HAYDEN. No; there is a difference between the aliens temporarily admitted from Canada or Mexico and aliens who come from other parts of the world with the intention of remaining permanently. A distinction has always been made, prior to this time, with respect to Canada and Mexico, in that it is recognized that Canada lies on one side of the United States and Mexico on the other; that they are our immediate neighbors, and that as neighbors their people frequently have need to temporarily enter the United States and they are therefore entitled to different treatment from that accorded to aliens from Europe or Asia or other far-off parts of the world.

Mr. WELTY. You say different treatment. Would that treatment be better, or would it be worse?

Mr. HAYDEN. By different treatment I mean that Canadians and Mexicans have heretofore been given the neighborly privilege of coming and going which has not been granted to aliens from other and more distant countries.

Mr. WELTY. That is it. You would not deprive them of liberty like these people have been deprived of liberty, as you described it right now.

Mr. HAYDEN. Instead of being a deprivation of liberty, I believe that the same rule which was applied to the Mexican laborers who were admitted during the war might well be applied to every other alien who enters the United States. He should come here with the distinct understanding that so long as he conducts himself according to law and according to the agreement which he makes with the Government when he enters he can stay; if not, he will be very promptly put aboard the next ship and sent back home.

Mr. WELTY. Why should capital place a chain around his neck and lead him around and when they are through with him kick him out again?

Mr. HAYDEN. If that were a fair question, I would answer it.

Mr. WELTY. In your own description you stated how your cotton association, I believe you described, had the power over the Mexican alien.

Mr. HAYDEN. The Cotton Growers' Association had that power only by reason of the fact that the Mexican agreed to it. When I agree that if given permission to come into your country to do a certain piece of work in a certain manner, and, as it was, at a very fair wage, and when I further agree that if I violate the terms of my permit I shall be subject to deportation, have I any complaint?

Mr. WELTY. Mr. HAYDEN, how can you suspend the thirteenth and fourteenth amendments to the Constitution by a contract with any human being?

Mr. HAYDEN. That can only be done when he is guilty of a crime.

Mr. WELTY. I know you do it; you send them to the penitentiary, but that is because they commit crime. But these people from Mexico commit no crime; they come over here for the

purpose of being fed, because they are destitute, and when they do we put shackles around their hands and a chain around their necks and make them toe the mark, and when they have done we send them back.

Mr. HAYDEN. There is no element of slavery in the agreement between the Mexican and his employer in this country such as you have described. There is no contract between the individual. It is the Government of the United States which says to the Mexican, "You desire to enter the United States to benefit yourself in an economic way. Very well. You may come into this country if you will agree to engage only in a certain line of endeavor such as agriculture. That is the only permission which we will give to you. You may come in if you will agree to remain here for a limited time and then return to Mexico." That does not place the Mexican in slavery. He may say, "I will not leave my own country under those conditions," but when the Mexican says, "I will enter the United States with the clear understanding that I will engage in nothing but agriculture, and I agree not to remain more than one year and I will then go home," that certainly does not make a slave out of him. He is deprived of nothing but the right to violate a voluntary agreement not to enter into competition with skilled labor or engage in some other industry where the ranks of labor are crowded. He is merely confined to the one industry where his services are needed. I can not for the life of me see how that puts a chain around his neck or makes a slave out of him.

The CHAIRMAN. Right in that line, Mr. HAYDEN, have you given any thought to the other resolution that is pending here, on which we are about to hold hearings? The people of Hawaii, by petition, have caused their Delegate to introduce a resolution, with a preamble saying that agriculture is in decline there for want of labor, and asking Congress to give them the right to bring in, without the privilege to come to the mainland, and so on, 40,000 Chinese coolies.

Mr. HAYDEN. I have not seen that resolution and do not know anything about the merits of it, but I would not favor such legislation. There is a vast difference between the Mexican, who is your neighbor, and the Chinaman, who must cross 4,000 or 5,000 miles of ocean. The Chinaman comes from an inexhaustible population, and there is no end to the number of them that could come to the United States if permitted.

Mr. RAKER. Well, he is our nearest neighbor on the west, is he not, Mr. HAYDEN?

Mr. HAYDEN. Yes; our nearest neighbor on the west, but separated by the widest ocean in the world.

The CHAIRMAN. Granting all that, what would his position be, once he got into Hawaii and was domiciled there as to his privilege to move out of the islands?

Mr. HAYDEN. That would depend entirely upon the regulations made by the Government of the United States.

The CHAIRMAN. Would there, in your opinion, be any approach toward peonage?

Mr. HAYDEN. If the condition of the admission of Chinamen to Hawaii was that they should come there to engage only in agriculture, and that they must leave within a certain time, I do not see how that would put them in a state of peonage, because if any one of them did not like the rate of wages or was otherwise dissatisfied he would be privileged to go back to China any day he pleased. He is not compelled to remain there for any definite time. If a Mexican who has been admitted temporarily should receive a telegram saying that his mother or father was dead, and that he must come home, he would have the privilege of leaving at once.

The CHAIRMAN. You did not hear the evidence here that the contracts were broken very often and they went to the border, and that in order to keep them from disappearing they had to take away their trousers and shoes?

Mr. HAYDEN. There has never been anything of that character reported to me with respect to the admission of the Mexicans into Arizona. I have heard no complaint, so far as the Immigration Service is concerned, with respect to the enforcement of the regulations as laid down. I am satisfied, so far as the situation in the Salt River Valley is concerned, that the people there can not expect that year after year and forever they can obtain seasonal Mexican labor to take care of their cotton crops which will return to Mexico when the picking is over. That will not give the cotton industry the stability which it should have.

The CHAIRMAN. What do you think they will do for labor in 1921?

Mr. HAYDEN. I think that in 1921 they will have to secure a larger number of Indians to work in the cotton fields. I hope that in time there will also be an increase in population, consisting of people from other parts of the United States, so that gradually there will be available a supply of home labor

that can take care of the situation; otherwise the farmers will have to change to other crops and plant less cotton. But at the present time there is no other way of meeting the immediate agricultural labor needs in southern Arizona except by the temporary admission of Mexicans.

The CHAIRMAN. Do you know what it was in the appeals to the Secretary of Labor that caused him to order what you call lifting the ban?

Mr. HAYDEN. I never discussed the matter with the Secretary of Labor prior to the time he issued the order admitting Mexican laborers.

The CHAIRMAN. Do you know just what authority he used to lift the ban?

Mr. SABATH. To suspend the provisions of the immigration law?

Mr. HAYDEN. The Secretary of Labor was advised, as I understand it, by the attorneys of the Department of Labor, that under a certain provision of the Burnett Immigration Act he could suspend the law during the time of war and temporarily admit alien laborers.

Mr. SABATH. Was this labor beneficial to your section of the country in general, aside from the farmers who got it?

Mr. HAYDEN. I had an interesting conversation with a skilled laborer in Phoenix, Ariz., about that. He is a carpenter who is now getting \$10 a day for his work. The town has been very prosperous on account of the production of Egyptian cotton and the high prices received for that commodity. He said that he believed the importation of the Mexicans which brought about this agricultural prosperity had redounded to the benefit of all the skilled laborers in that section, because the people generally had more money, were building more houses and improving their property; so that skilled laborers in Phoenix had benefited from having unskilled Mexican labor admitted; and that he personally had no objection to the suspension of the immigration law as a temporary measure.

Mr. SABATH. Did you have any trouble with those Mexicans who came in? Did they breed any strife?

Mr. HAYDEN. No. The agricultural labor which is imported from Sonora comes from the farms and small villages, and is usually law-abiding. The principal difficulties we have had have been with Mexicans imported some years ago by the mining companies, from the old silver mining districts in the heart of Mexico. They seem to me to be a different type of men—more quarrelsome and much more inclined to crimes of violence than the ordinary farm laborers from the State of Sonora.

The CHAIRMAN. Is there any desire on the part of the mining companies in the State of Arizona to employ Mexican labor?

Mr. HAYDEN. Some of the mining companies employ Mexican labor almost exclusively; others do not employ them at all; it depends somewhat on how a mining camp starts.

The CHAIRMAN. It depends on how the other miners feel about it, too; does it not?

Mr. HAYDEN. If in the beginning the superintendent happens to be partial to employing Americans, it is known as an American camp, and Americans go there to work in what may develop into a very large mining camp. Another mine will start as a Mexican or foreign camp, and there will be nothing but Mexicans or other foreign laborers employed there. So that in different mining districts they have different kinds of labor.

Mr. SABATH. Then you would have no objection, if we should decide to act favorably upon this resolution, to having it provide for the coming in of these Mexicans to other States besides your own, where they say they are so badly needed? For instance, if they need those laborers in Texas, they should have some; if they need them in California, they should have some there?

Mr. HAYDEN. If they are needed. But my judgment is that this committee should confine the admission of laborers from Mexico, first, to those needed for agricultural purposes only; and, second, for a limited period of time; so that there will be no danger of their remaining permanently in the United States in violation of the general principles laid down in our immigration laws; because I believe that those principles are sound. This should be considered strictly as an emergency measure and should provide that where an emergency exists the Department of Labor shall be given authority to meet the situation. When the emergency is over the Mexicans should be required to return to their country unless they can strictly comply with the terms of the immigration law.

Mr. SABATH. What would you say if I should make the same plea for the manufacturers and other employers of Chicago, where there are factories now running only to the extent of 50 or 60 per cent of their capacity, and where they are clamoring for labor? And the same thing is true as to the women there;

they can not get any women to work in the tailor shops there, and a great many tailor shops there are advertising day after day for women at \$30 to \$40 a week, and can not get a sufficient number. Do you think that they should be relieved as well?

Mr. HAYDEN. You are describing a condition that is much more permanent than the situation in Arizona. You are detailing conditions in a great and growing city, and that if people from Europe were brought there they would not want to stay just for a season, but would want to remain there always. There would be no desire to send any of them back home.

Mr. SABATH. That is true.

Mr. HAYDEN. All that this legislation proposes is merely to meet a temporary situation, until the normal conditions are restored, and if the plan proposed was adopted as a permanent policy none but seasonal agricultural laborers would be admitted.

The CHAIRMAN. Let us see what might be considered normal conditions: It might be a falling off in the rate of pay in Mr. SABATH's district of Chicago, by which certain people who are now well paid might be reduced in wages, or laid off, or lose their employment there altogether. That might be one of the conditions that you would have which would give that relief.

Mr. HAYDEN. The agricultural conditions in Arizona will some time become normal, because we expect people to come there from every State in the Union and help settle the country. When that is done we will have all the agricultural labor we need.

Mr. WELTY. Have you any "wet backs" in Arizona?

Mr. HAYDEN. No, sir; that is a term with which I am not familiar.

Mr. WHITE. You said a little while ago that you believed that when a stable condition of affairs prevailed in Mexico and a stable government was established, it would cure this condition. Now, do you differentiate between a stable government founded on a military despotism or autocracy, and a government, if it is possible to have one there, that is founded on social justice and equality and a recognition of the rights of men?

Mr. HAYDEN. The only government that can be stable in Mexico is a government which is founded on social justice. The government that you have described as a military despotism or autocracy existed in Mexico for a generation under Porfirio Diaz.

Mr. WHITE. Absolutely.

Mr. HAYDEN. That Government lived as long as he and his followers had the vigor to maintain it. When they became advanced in years it fell to pieces, because there was no way in which such a government could perpetuate itself. The Mexican people are going through a revolution. They have a fairly definite idea of what they want, and that is a division of the agricultural lands and a better opportunity for the ordinary man to make a living. If there had been the same laws in the United States with respect to the disposition of the public lands as they had in Mexico, which allowed vast areas to be acquired by a few people, I am inclined to think that we would have had as many revolutions north of the Rio Grande as they have had south of that historic river. The homestead law has done more than anything else to make the United States a country of property owners who stand for law and order.

Mr. VAILE. As a matter of fact, we did have a somewhat similar condition along in the thirties or forties, when Federal troops were employed to keep settlers off the public domain; and we found that it could not be done.

Mr. HAYDEN. There was a time when vast land grants were made by the Federal Government to favored individuals and corporations in what was called the "Western Territory." The same difficulties arose as they have in Mexico, when men felt that they were being cheated out of their right to a home.

Mr. WHITE. That condition was much more acute, however, before the Revolution here in the eastern country. Over in the "Old Dominion" State of Virginia, the farmers had 30,000 or 40,000, or even 100,000 acres of land—some of them a whole county.

Mr. RAKER. That is the same situation which you will find all through history; that where there are great tracts of land and only a few owners and many workers, you are bound to have this trouble.

Mr. HAYDEN. There is no question about that at all. I have traveled down the west coast of Mexico about 1,500 miles; I have been to the City of Mexico, passing through El Paso. One could then travel on the train from El Paso for more than a day and be all the time in one man's cow pasture; the land formerly belonged to Gov. Terrazas, of the State of Chihuahua. I heard of a man who obtained a concession from the State of Sinaloa to survey the public lands, and the consideration

for making the survey was that he should get one-half of the public domain which he surveyed. In the Yaqui River Valley the Indians had lived from time immemorial; but a Mexican official obtained from the Mexican Government the right to "denounce," as they call it, all the Yaqui land in that valley—that is, he purchased the right to acquire the lands from the Government. Notice was then sent to the Yaqui Indians to come to court and show their title to the lands. The Indians said, "We have no patent to these lands that we can show, although we have lived here always." The Mexican Government said, "Since you have no title, this gentleman is going to buy the land in the Yaqui Valley from the Government at a few cents an acre, and hereafter you will pay him rent for the lands you occupy." The Yaqui Indian, being a good, upstanding, fighting man, resented that, and there has been war between them and the Mexican Government since that time.

In the same way, all over Mexico the small landowner has been robbed of his home, or has had no opportunity to obtain one, and that is what planted the seed of revolution. When the revolution is over and they have peace and a stable government, the Mexicans in the United States will be more than anxious to return to their own country, because under such conditions they will have better opportunities there than in the United States.

Mr. SABATH. Do you know whether it is true that a great many Americans have helped to rob those Mexicans of their lands?

Mr. HAYDEN. There have been a number of Americans who have gone into Mexico and bought lands from the State and National governments at low prices, and in that way they have become large landowners.

Mr. SABATH. And that in itself has created more or less prejudice against the Americans?

Mr. HAYDEN. Yes; that has created prejudice against Americans.

Mr. RAKER. You have stated what seems to me to be more or less the crux of this thing. You have stated that the people of your section raise a fine grade of cotton that is used in the manufacture of automobile tires, and things of that kind, and that brings in a very high price. That is correct, is it not?

Mr. HAYDEN. That is correct.

Mr. RAKER. Now, do you not believe that if some method could be devised whereby the farmer could get a higher price for his cotton—the producer himself—to the end that he might pay more for his labor, that would be better for the country, rather than bringing in alien labor to do that work?

Mr. HAYDEN. The complaint that I have heard with respect to cotton pickers is not about the wage per day. As a matter of fact, the price for picking cotton has been as high as 5 cents a pound. One can not pick as much Egyptian cotton in a day as of short-staple cotton, because the Egyptian cotton is more difficult to remove from the boll. But at that rate a cotton picker can make what was equivalent to a miner's wages a year or so ago, and much more than what were the ordinary wages of a day laborer. But in order to pick that cotton a man must bend his back under the hot sun, so that it is not agreeable labor. The white people do not usually want to do it, while the Mexicans from the other side of the border, and the Indians who are employed to some extent, are glad to do it. It is, therefore, not so much a question of the rate of wages as it is a question of the inclination to do that kind of work.

Mr. WHITE. Well, I think you ought to answer Judge RAKER's question, if you can, and tell this committee whether it would not be better for the farmer to get higher prices so that he can pay more for his labor—and then I wish you would tell the committee, if you can, how the farmer can get higher prices. [Laughter.]

Mr. BOX. If he can, he can make a fortune.

Mr. HAYDEN. The farmers have complained somewhat about the price of cotton. During picking time, owing to combinations among the buyers, the market is dull and the cotton does not sell very fast. The farmers have been trying to meet this situation by organizing associations and building warehouses to store their cotton so that they can borrow money on it from the banks to tide over the time until the demand is better. They have been somewhat successful in obtaining better prices in that way.

Mr. WHITE. They have an organization?

Mr. HAYDEN. Yes, sir.

Mr. WHITE. Do you know that it is a fact that the value of the live stock in the United States, in the two classes of the cattle and the swine, have declined in their aggregate value \$25,000,000 in the last six months?

Mr. HAYDEN. I would not be surprised if your figures were correct, judging from the market reports in the newspapers.

Mr. RAKER. Well, speaking of the handling of the crops by the forming of an association, you are right, because I know that 15 or 20 years ago in California the producers of oranges and lemons were simply buffeted from pillar to post; they got practically nothing for their product. They formed an association to handle the matter, and now they are getting really a living profit out of their product. Is that not about the situation in your section?

Mr. HAYDEN. That is about the situation.

Mr. WHITE. Well, would you be in favor of that?

Mr. HAYDEN. I certainly am in favor of it.

Mr. WHITE. Would you be in favor of the producers of beef and other food products perfecting such an organization, so that they could absolutely set the prices, like the dealers in clothing and shoes set the prices for their product, and they will not sell it unless they can get their price?

Mr. HAYDEN. I might favor it, but such a plan would be impossible of execution.

Mr. WHITE. What would be the effect of such an organization? Would they not have it in their power to starve the world to death? Now, I am not an agriculturist; I am only a farmer.

Mr. HAYDEN. I do not think that such an organization is possible on such a large scale. The same difficulty would exist as in the case of the cotton growers' organization in the Salt River Valley; everybody could not be held in line.

Mr. WHITE. But you are trying to do that.

Mr. HAYDEN. But it can not always be done. A farmer will be in debt and will have to have money to meet the demands of his creditors. That situation can be met to some extent by the association. They will urge him not to break the market by selling his cotton at a low price when the association can advance money on his cotton to take care of his needs for a reasonable time, and thus maintain a fairly reasonable price.

The CHAIRMAN. Did your farmers take any part in this movement through the South two or three years ago to reduce the acreage of cotton?

Mr. HAYDEN. No. The long-staple Arizona cotton does not in any manner compete with the short-staple cotton grown in the South. It is in a class by itself, and goes into different uses.

Mr. RAKER. Here is a question I would like to ask before you get through: Before you entered into the cotton industry in your section, you had a very profitable industry in dairying and in raising hay and strawberries, and other crops?

Mr. HAYDEN. Yes.

Mr. RAKER. And raising alfalfa?

Mr. HAYDEN. Yes; alfalfa was the backbone of our agricultural industry. Dairying and the fattening of live stock were the principal sources of income.

Mr. RAKER. How many crops of alfalfa did you have during the year?

Mr. HAYDEN. Five or six crops.

Mr. RAKER. How many tons an acre did you make to each crop, as a rule?

Mr. HAYDEN. The first crop is usually mixed with wheat, oats, or barley, and produces about 2 tons of hay to the acre, the later crops run about 1 ton to the acre.

Mr. RAKER. The price used to be about \$7 per ton some six or seven years ago, and now it is about \$20.

Mr. HAYDEN. But even at that, the extraordinary price received for Egyptian cotton has induced a great many farmers to plow up their alfalfa fields and plant cotton. I fear that the change will be to their ultimate detriment, because the continual planting of cotton adds no fertility to the soil, as does alfalfa; it takes it all out.

Mr. RAKER. And is it not an advantage of the rotation of crops that they really produce more after they have planted alfalfa?

Mr. HAYDEN. Yes; that is true; there is no more valuable plant than alfalfa, which takes the free nitrogen out of the air and makes it available for plant food in the ground.

Mr. RAKER. And after leaving out the alfalfa and planting other crops, when you go back to alfalfa you will get a better crop the next year of anything that you may plant—cabbages or other vegetables?

Mr. HAYDEN. Yes.

Mr. RAKER. That being the case—and I know you can tell the committee about this—do you not believe that arrangements could be made whereby they could get white labor there, even if they had to pay twice what they are paying their labor now?

Mr. HAYDEN. The situation which confronts the farmers who, at this time, are planting their land in cotton is that unless they can obtain Mexican labor this year they can not gather the crop or make any profit. That is the situation as represented to me by very responsible men in Arizona.

Mr. RAKER. Would it not be profitable for a man in Chicago, who has a wife and a family of seven or eight children, to go

down there for a season and work, and get in really good health, get the tuberculosis germs out of him; to go into that warm climate and have an enjoyable and healthful outing for a year? Would not that be really to the physical and mental advantage of that city man in every way?

Mr. HAYDEN. If you could induce the city man to go, it would solve the problem. But after all, it is a long way from Chicago to Arizona; and it is not customary for city people to leave the great cities and go to the farms to do temporary work.

Mr. RAKER. But we are talking about helping the poor people in the cities. Could we do a more beneficial and humane thing than to get just such people into a country like yours to do that kind of work?

Mr. HAYDEN. If you will tell me just how that can be done by legislation, how Congress can induce city people, in sufficient numbers, to go out to Arizona next summer and pick cotton, so that there will be an ample supply of agricultural labor, I shall be very glad to withdraw my request for action on the pending resolution.

Mr. SABATH. You would prefer having people from Chicago than any other, would you not? [Laughter.]

Mr. HAYDEN. There is no doubt of that—judging by its most distinguished representative.

The CHAIRMAN. Well, you will admit that Congress can not do that until the country becomes completely federalized?

Mr. HAYDEN. I do not see how it can be done. As a practical proposition, the necessary temporary labor can come from but one source and that is Mexico. Arizona and Sonora are separated by an arbitrary boundary line, with people on the Mexican side seeking this seasonal work and people on the American side needing their assistance.

Mr. WHITE. In other words, you want to hire the man who wants to do the work?

Mr. HAYDEN. Yes, sir; and then let him return to his home.

Mr. RAKER. People are going around getting subscriptions and contributions for poor people, to take care of the sick, etc., while they remain in the cities; and no more humane act could be performed toward those poor people—the fathers and mothers and the boys and girls—than to get them into a community like yours for a year or so, to get them into the open air where they would have good living conditions and could make good wages.

Mr. HAYDEN. That is a fine theory; but we are facing the practical condition that the cotton crop which is now being planted can not be cultivated and picked without labor, and the only place where seasonal labor is obtainable is in our neighboring State of Sonora.

Mr. SABATH. If they are receiving from \$40 to \$100 a week in Chicago, you could not very well induce them to go to your State?

Mr. HAYDEN. Certainly not if the labor conditions in Chicago are as you state them.

Mr. SABATH. Well, that is just what they are.

Mr. HUSPETH. Is there any fear among the white Americans in your section that the Mexicans coming over here for work in the live stock and cotton industries would foment revolution, or in any way endanger our country?

Mr. HAYDEN. I have never heard any such fear expressed, except at the time when there was talk of intervention in Mexico. At that time there was some concern that the nationals of Mexico, in the event of war between the two Governments, might have to be looked after to see that they did not raise trouble.

EXTENSION OF REMARKS

OF

HON. LADISLAS LAZARO,

OF LOUISIANA,

IN THE HOUSE OF REPRESENTATIVES,

Thursday, December 16, 1920.

Mr. LAZARO. Mr. Speaker, we are facing a very grave situation in this country right now, brought about by the sudden decline in prices of farm products to far below the cost of production, and unless something is done immediately to relieve the situation not only will many be driven into bankruptcy, but our people, especially in the large centers, will face the greatest food shortage in our history in 1921.

Our last census shows that only 38 per cent of our entire population of 105,638,108 people are now living on the farms. This fact, coupled with the inability of our farmers to obtain further credit, is bound to reduce production to the danger point next year.

Agriculture is a basic industry, and the whole framework of business depends upon it. When the purchasing power of the people who produce our raw materials is destroyed the paralysis is felt among the business men and manufacturers, and soon we have unemployment, low wages, and suffering among all the people. Therefore we are all interested in doing all we can, as soon as possible, to help relieve this situation. Let us consider it not as partisans but as Americans.

The important question that presents itself to us at this time is, What can be done to bridge over this crisis? As usual in such cases, many remedies are suggested. I want in the short time allotted to me to-day to give the Congress my views on this vital question.

I believe the remedies should be divided into two classes—temporary and permanent.

First, I would suggest the rehabilitation of the War Finance Corporation, which would go a long step toward furnishing the desired relief by financing exports of surplus crops.

The act creating the War Finance Corporation was passed four months after the armistice and intended by Congress to bridge over just such a situation as this. Admitting that the conditions in May, at the time the Secretary announced that at his request the War Finance Corporation had suspended activity, might perhaps have seemed to warrant such a suspension, should it not be plain to anyone that new conditions have arisen? In voicing this opinion in favor of the continuance of the War Finance Corporation I voice not only my own opinion but that of many other Members, especially those representing agricultural districts throughout the United States. The War Finance Corporation is absolutely intact and in full possession of all the powers it has ever possessed, including the power to issue its own bonds. If we export our temporary surplus through the assistance provided by this corporation, I maintain that we shall be introducing a stabilizing element in the marketing of our products. I believe it will mean orderly deflation and not a demoralized collapse. This is the time when the use of credit in the hands of those who know how to use it can be made the most helpful, useful, and healing thing for America. The War Finance Corporation would not supplant but would supplement the Edge law banking corporations.

Second, I would encourage the immediate formation and operation of export corporations under the Edge law. The first was organized in the East some time back, one is being organized in New Orleans now, and a third one will be organized in Chicago very soon.

Third, I would pass the Hitchcock bill, making available the profits of the Federal reserve banks for loans to agricultural interests. It concerns the use of funds which the law now requires should be paid into the Treasury. I believe, also, that the interest charged by the Federal Reserve Board for money to its member banks is too high and should be reduced.

The first plan of reviving the War Finance Corporation and this one, making available the profits of the Federal reserve banks for loans to agricultural interests, has one great virtue in that it sets up no new machinery, but uses governmental agencies already in existence. In other words, it would give immediate relief, which is what we desire, so that the producers and not the speculators can get the benefit of the legislation.

Fourth, We should have fair and open markets to all farm products, free from manipulation of gamblers and speculators. Those found guilty by the Department of Justice should not only be fined but should be given jail sentences.

Now, I want to suggest what I consider permanent remedies to prevent a recurrence of a situation of this kind in the future.

First, We must have better transportation facilities and better distribution of our products. Inefficient and uneconomical wholesale marketing facilities are held by the Federal Trade Commission to be in a large measure responsible for some of our trouble. An investigation conducted by the commission in various cities throughout the country convinces that improved marketing facilities at the great consuming centers will go a long step in giving some relief. The report relates to wholesaling and contemplates the elimination of waste as well as securing a more direct relation between the consumer and the producer. Careless handling, improperly equipped cars, delays in moving, and exposure while perishable products are in railway transit to the market are said to be large, and necessary losses result. It is also shown that buildings and other facilities for the marketing of perishables in the majority of wholesale receiving centers are inadequate and badly located and markets are inconvenient to terminals, storage, and retailers, thus necessitating a large amount of cartage. In fact, the whole distributing system is said to be wasteful and inefficient.

This subject is one worthy of the attention of the Government, for the elimination of waste will not only result in saving to the people, but will set an example of prudent economy, which the Nation greatly needs at this very time. It should be evident to all that the cost of manufactured products is out of proportion to the cost of raw materials. In other words, our system of marketing and distribution calls for too many middlemen in the handling of these products. The elimination of the useless middlemen would mean higher prices to the producers and lower prices to the consumers.

When I say that we should have better transportation facilities I have in mind a comprehensive system of transportation. I would start at the farmer's gate with a good road. Therefore we should continue the road policy inaugurated by Congress in 1910, which has done so much to encourage the States and parishes or counties to build good roads. I would also consider in this system of transportation a systematic improvement of our waterways. Our production on the farms, in the mines and factories and forests is limited by our facilities for transportation. What need is there to produce and manufacture goods unless facilities are available to transport them to the consumer? The price of a commodity is largely controlled, not by the supply existing in the country, but by the supply available at the point of demand, and that supply is limited by our facilities for transportation. The problem in this country is not only a problem of production, but a problem of distribution. In my advocacy of the improvement of our rivers and canals I am actuated by no ill will toward the railroads. In fact, the attitude of the railroads toward water navigation is changed, and feeling the need of assistance in bearing the burdens of commerce, which are now greater than they can bear, they will welcome the barges and towboats which will share this burden with them, especially in the transportation of bulky goods. It should be the policy of Congress to promote, encourage, and develop road, water, and rail transportation.

Europe has long since realized the value of water transportation and they have been our successful competitors not only in foreign markets, but in our home markets. With the resumption of industrial activity in Europe that competition will again come, and it behooves us to study that method of economy in order to meet that competition. We have unlimited wealth and boundless resources, and yet our rivers are rolling uselessly through our valleys—a source of expense and destruction—waiting to be improved and utilized, when they will become the bearers of commerce and contributors to the comfort and happiness of our people.

Second. When the next tariff law is passed protection should be given to all our agricultural products in proportion to the protection given the manufactured products. I have always, since I have been a Member of Congress, considered a tariff an economic and not a partisan question and have always advocated a nonpartisan, scientific tariff commission, on the ground that information and facts must be gathered and conditions of commerce and industry analyzed by such a commission before a policy can be determined upon or tariff rates fixed.

This last war has demonstrated to all the necessity of our country having its own vital industries at home and of not depending on foreign countries in time of emergency. The only way to have our industries going at home in time of emergency is to protect and develop them in time of peace. Then, too, we must always, and especially at this time, uphold our American standard of living. While we wish to assist other countries all we can, our first duty is to America.

Third. We should revise and simplify our entire system of taxation as soon as possible, so that the man with average intelligence will know what he owes the Government. I believe, too, that we should at the same time create a nonpartisan tax commission, the same as our Tariff Commission, to furnish the Congress from time to time the necessary information so that we can make necessary changes in an intelligent way as new conditions arise. Both France and Great Britain did this immediately following the war. There must be business and economy in government, and we will never have this until we adopt the budget system, so that estimates and appropriations will be made in a thorough and systematic way to meet the needs of government without duplication, red tape, and waste.

Fourth. I would advise our farmers to join their farmers' associations. For instance, in the district which I have the honor to represent I would advise our cotton farmers to join the Cotton Association and our rice farmers to join the Rice Farmers' Association and our sugar farmers the Cane Growers' Association. These organizations should have at their heads all the time practical and experienced business men who are thoroughly familiar with every phase of cultivation, harvesting, distribution, and marketing of agricultural products.

These associations are built on the broad principle of "live and let live." We all know that we are living in an age of organization, and it should be plain to any thinking person that no people engaged in a large field of industry like agriculture can possibly cope with an organized world without an association of their own. I have been an advocate of association and cooperation along these lines for many years, but if I had been in doubt about it that doubt would have been removed after having served in Congress several years.

Fifth. I would suggest the building of United States bonded warehouses throughout the country. I called the farmers' attention to this law in a speech I delivered on the floor of this House last May. The main purpose of the United States bonded warehouse act, which became a law in August, 1916, is to establish a form of warehouse receipts for cotton, grain, wool, and tobacco which will make these receipts easily and widely negotiable as delivery orders or as collateral for loans and therefore of definite assistance in financing crops. The Secretary of Agriculture, through the Bureau of Markets, will license acceptable warehousemen to operate warehouses for the storage of these products, upon application to him. The warehouseman must be found solvent and must give sufficient bond to secure the performance of his obligations under the State and Federal laws. Thus our agricultural products would be weighed and graded by licensed weighers who would be neither buyers nor sellers, and our products would be sampled but once. The statement of weight and grade is perhaps the most important feature to depositors of agricultural products. It gives the receipt the utmost value as collateral, as it furnishes the bankers with a basis for valuation.

Aside from what we would save from loss from weather damage, we would also save 25 per cent on fire insurance in bonded warehouses. Then, too, it would eliminate the present practice of peddling our cotton and rice and other products and reduce the excessive sampling of these crops. A proper form of grade certification is one of the crying needs of the farmers. The Department of Agriculture states that a mistake, either through intent or through ignorance, of one grade costs the cotton farmer from \$3.50 in the higher grades to perhaps \$20 or \$25 in the lower grades, according to the differences of value between the grades to each bale undergraded. In the staple cottons this loss is very much greater.

Sixth. I would suggest that our farmers become more self-sustaining by diversifying their crops, by producing more food-stuff for home use and by raising more live stock and hogs on the farm. We could then gradually get on a cash basis and then, of course, would be in a better position to market our money crops gradually and intelligently and according to the law of supply and demand.

Let us hope that our people will work together and in harmony to solve these problems. Let every individual do everything he can to help and encourage his neighbor. There ought to be united effort in every community to keep everyone who is doing his best from being destroyed because he can not immediately meet his obligations. I have faith in the good judgment and common sense of the American people, and I am sure we will solve our problems as we have solved many others in the past.

EXTENSION OF REMARKS

OF

HON. BENJAMIN F. WELTY,
OF OHIO.

IN THE HOUSE OF REPRESENTATIVES,

Friday, December 17, 1920,

On the bill (H. R. 14461) to provide for the protection of citizens of the United States by temporary suspension of immigration, and for other purposes.

Mr. WELTY. Mr. Speaker, having been granted leave to extend my remarks on the above bill, I beg leave to submit the following observations:

I voted for the bill because the facts submitted to our committee show that there is a large population in Europe desiring to come to our shores because of economic conditions and with a belief that they could better themselves financially. These people entertain no thought of coming here to enjoy greater civil and religious liberties. Thus, a suspension will give us time to make an investigation of the true conditions and give Congress time to enact some constructive measure. During the last hundred years the country has given little thought to a constructive immigration policy. A certain writer has probably expressed the thought when he said:

If the physiologic principle we have endeavored to establish is correct, it follows that America preeminently owes its growth and prosperity to the amalgamation of foreign blood. To cut off, therefore, or to discourage its influx will be to check the current from which our very life is drawn. The better course is evidently to welcome and provide for this tide of immigration, rather than to oppose and turn it away; to cherish the good influence it brings and regulate the bad, rather than to trample them both under foot. What though the population which is annually cast upon American shores is all of the filthiest and most degraded kind? The farmer might as well complain of the black and reeking soil into which his seed is dropped, as the statesman of such materials as these. * * * Let us welcome the homeless and the naked of every land to American shores; in the boundless forests of the north and the south, there is room to make a home for them all.

Let us invite the ill-fed and the starving of every grade to partake of American abundance; on the fertile fields of the West there grows corn enough to feed them all. Let us urge the oppressed and the downtrodden of every name to the blessings of American freedom; the Star-Spangled Banner is broad enough to cover, and the eagle that sits over it is strong enough to defend them all.

This I do not believe expresses the modern thought of America. It might have expressed the sentiment during the early history of our country and up to the period of the Spanish-American War. But the thought is not in harmony with the minds making recent investigations.

One needs only go into our larger centers to be convinced that most of our aliens go and remain in large cities. In fact, our best authority shows that at least 95 per cent go to the already overcrowded centers of population, while 100 years ago all but 5 or 6 per cent went to the country. Again, these that flock to our shores now, as shown by the records in the State Department, only tend to increase the nonproducing class.

This, together with the fact that the health conditions in Europe are bad, and our inadequate forces at our ports of entrance impels me to vote for the bill. Had Congress made adequate appropriation to care for a large influx of aliens, the situation might have been handled without a suspension of immigration. But under the conditions it is utterly physically impossible to make the proper examination of each alien under this law before he is admitted.

The time is near at hand when Congress must pass laws dealing comprehensively and in a constructive manner in order to solve and properly protect our national life.

The matter of suspension was first brought before the Immigration Committee by the late Judge Burnett, then chairman. The committee voted a bill to suspend immigration, but the same was not passed by the Sixty-fifth Congress. The present bill is practically a duplicate of the Burnett bill.

Personally I think it would have been wiser for Congress to pass some constructive measure which would give an administrative board power to exclude certain aliens who would not fit into our national life. However, where there are so many minds I can see where it would be utterly impossible to pass such legislation during this short session. The suspension may give us a breathing time, during which we might be able to work out some solution of this great problem.

With this in view I introduced a bill May 22, 1920 (H. R. 14196), which provided that an immigration board should deal with these problems. If we had legislation of this character, we would be in a position to work out a standard and require each alien to accept same before he could assume the duties of citizenship.

The bill provides machinery to gather information touching unemployment, shortage of labor, and the general economic conditions. It is not only an injustice, but a crime to permit aliens to believe that a condition prevails where they could be employed when there is already unemployment to such an extent as to cause want and misery. Again, it is an injustice to those already here to bring a peon class to reduce the standards of living in this country.

Thus, when a period of depression comes, we need not wait for Congress to act, but the immigration board could act promptly as the needs of the country suggest, preventing the further flow of immigration. Statistics show that immigration continues for months after a period of depression has set in. In fact, you could not expect it to be otherwise. These immigrants can not know until they arrive here, often without a dollar in their pockets.

This could be remedied at once by an immigration board authorized to act upon data received. When prosperity returns they could open our doors and permit aliens to come. Thus a happy and steady working population would be a great asset to our country. If a measure of this kind is not passed, labor will demand a complete stoppage of all immigration. And it was this phase that dampened my enthusiasm for the exclusion bill. For after its passage the Nation will give a sigh of relief and probably not think about these problems until the exclusion period has expired. No patriotic employer desires an in-

flow of labor during periods of distress and of economic depression.

The bill proposed would meet the situation like the present without arousing the country and causing friction with nations whose citizens desire to come to our shores. Under the bill the board could restrain or suspend immigration whenever the facts would warrant. Surely some such solution should be granted to the country by Congress.

Immigration should depend upon national economic conditions and not upon some hard and fast law of exclusion for a period of time. Why should people come when there is no desire on our part to have them come? Why should they come and be disappointed and only place an added burden upon us at a time when we seem already overburdened? Why should they not be fully informed before they sell their possessions and leave their homes? Think what might become of a law-abiding and peace-loving citizen who was induced to sell his cow and pig and few little possessions and leave his home because of what he learned of our land from those who are and were here during periods of prosperity; willing to spend every dollar received from the proceeds of the sale of their personal belongings in order to enjoy real living in the promised land of plenty, yea, a land where milk and honey flow; willing to endure delays and hardships en route, knowing that when once they reach the land of skyscrapers they will have plenty to eat and enjoy all the comforts of a home, and then find that they are held up at Ellis Island, huddled together like cattle, made to sleep on the hard tile floor, without any blankets; then, finally, when his hopes are still high, find that he must join a bread line in order to live. Talk about bolshevism and communism! Let us join hands to make such a condition impossible.

The natural obstacles of travel during the past generations furnished adequate restraint on immigration. The facilities for travel, however, have become so great that a new problem confronts us.

This, especially in the face of the fact that the war has brought to the surface all the degenerate and criminal classes, who will be among the first to seek our shores. We have evidence that these classes are already preying on each other and now look to this country with a hope of finding new fields.

Again, should not all immigrants be excluded who do not intend to become American citizens as soon as the law permits? And should we not help these aliens to become citizens rather than let them drift for themselves? In the past we have paid very little attention to our alien population because their distribution was such that in the course of a generation or so they would be part of the American life. But that was when they went to the farms or engaged in other productive employment. Now, however, our aliens gather together in our larger cities, in steel and coal centers, with no opportunity to come in contact with American thought, habit, and life.

Of late, I say, we have not troubled ourselves with them only as we desired their service; and then when it occurred that we had about all we wanted we placed a head tax on each as they entered our shores, and after a few years' stay, and as a price to be naturalized, we collected a fee of \$5 from each who wanted to become a citizen. Now, I do not object to these charges provided we do not forget that we have a continuing obligation toward these aliens until they graduate into full citizenship. They continue our wards and we should remain true to our guardianship.

What are the facts? Thirteen dollars is collected from each alien who becomes naturalized. Of the millions thus received from these aliens, we spend the enormous sum of \$360,000 annually to bring to them some of our ideals by giving them opportunities to acquire our language and knowledge of history. Is it any wonder that a large percentage in our cities, steel, and coal regions have not acquired the American thought and spirit?

My bill further provides that the board shall prepare a textbook on American citizenship, so that each alien can know exactly what the requirements are.

At present the standards of knowledge these aliens must possess are vague. Each court has its own standards. In fact, in most instances there is no standard. While at Ellis Island we had occasion to visit one of these courts where they make American citizens. One hundred and twenty-five were naturalized by asking each national group a few questions and then administering the oath. Aliens who could hardly understand the language the court spoke and few who could carry on a conversation with them. None of these were given any opportunity by our Government save and except such as charity and the local schools were inclined to extend.

This in the land of the free and the home of the brave, where justice rests on righteousness.

It seems to me that when an alien has pledged obedience and signified his intention to become an American citizen he should receive some book of instruction how to acquire that citizenship.

This, in brief, is the substance of my bill, which I hope some day Congress will have time to consider. Senator STERLING has just recently introduced a similar bill, which I hope the Senate will consider and pass rather than suspend our immigration and forget until the time of suspension has expired.

EXTENSION OF REMARKS

OF

HON. L. S. ECHOLS,

OF WEST VIRGINIA,

IN THE HOUSE OF REPRESENTATIVES,

Saturday, December 18, 1920.

Mr. ECHOLS. Mr. Speaker, the passage of this resolution is another step toward the goal of paternalism toward which the Congress seems to be headed and finds itself unable to stop. A few banks have loaned a lot of money without adequate securities and now come to the Government and ask for a guardian or receiver by a resumption of the operations of the War Finance Corporation. If it were the judgment of those whose duty it is to administer the War Finance Corporation law, resumption could be had in 24 hours without any direction from the Congress. It is not the judgment of the Secretary of the Treasury, whose duty it is to see that this law is enforced, that a resumption of operations thereunder is the best thing for the public. It is undoubtedly not the judgment of the President, whose duty it is to see that all laws are enforced, that resumption should be had at this time. One of the wisest steps ever taken by the administration is its refusal to become panic-stricken at the hue and cry of a few people who have made business mistakes and resume the operation of this measure; but now the Congress proposes to direct the administration to do a thing that ought not to be done. Congress is too easily frightened about these matters.

The hearings before the committee disclose that banks had loaned money far in excess of the value of securities offered and accepted. I know of no way by which the Government can prevent men from making business mistakes.

A resumption of the operations of the War Finance Corporation means a billion dollars of securities put afloat in the country, thus increasing inflation and sending on upward the high cost of living. The Congress has appropriated millions of dollars, turned it over to the various departments to reduce the high cost of living to the great mass of people. Now, we are asked to do the very thing that will increase the high cost of living by lending money to those who have commodities to sell, and giving them an opportunity to hold or sell to Europe rather than sell to the American consumer. Between the time the armistice was signed and the end of 1919 we loaned to foreign countries \$2,400,000,000, said to be used for the purchase of American products, and sold to them on credit \$700,000,000 worth of goods that cost three or four times that much, and we have not received a dollar in return either of the principal or interest. Now the Government is asked to provide another additional billion dollars to be loaned to foreign countries.

If the business interests of the country under the Edge corporation law, as they have a right to do, desire to continue the practice of lending money to foreign countries with which to buy American-made products, and securities can be found to protect them in doing so, loans will be made. Is it wise for the Government to lend money where the prudent business man refuses to lend it. We were informed at the time we passed the Edge corporation law that that was the very purpose of that act, and now we come and slide in under those who might want to take advantage of that law and enter into competition with them by selling Government securities or the bonds of this corporation backed by the Government to take their place. If the Edge corporation law is practicable, it is practicable without the resumption of the War Finance Corporation law. The country was led to believe that the War Finance Corporation law was an emergency war measure. The war was over for nearly two years, when under the discretionary power vested in the War Finance Corporation Board, it suspended business, closed its books, and now, more than two years after the war, we are asked to direct the board to resume operations and put it into

effect, although less than a week ago this House passed a bill repealing some 60 or 70 war emergency measures.

It is the hope of the country that the Congress will have the wisdom and the courage to stop passing paternalistic and socialistic resolutions and bills. The Government will be legally bound for \$500,000,000, the amount of the corporation's capital stock, and legally bound for a million dollars if that amount of bonds are sold under a resumption of the powers of the War Finance Corporation. We add to the securities of the country another billion dollars of tax-exempted securities. I have heard no one say the bonds of this corporation can be sold at a low rate of interest. We half fraudulently induced millions of people to buy Liberty loan and Victory loan bonds at a low rate of interest. The bonds have gone down now to as low as 85 cents on the dollar. Now, we are asked to issue an additional billion dollars worth of 5, 6, or 7 per cent bonds with the Government behind them, tax free, while our Liberty loan and Victory loan bonds go down, down, and down. If any benefit is to be derived from this resolution, it is to only a small class, while the disadvantage is to the great mass of people of the country, by increasing the cost of living and imposing additional tax burdens upon them. It only shifts the burden from those who have made mistakes in business to those who have used proper business judgment. It places a premium upon incompetency and a penalty upon efficiency.

The arguments presented in the minority report against the adoption of this resolution have not been answered. I doubt if they can be answered.

No one has told us how the passage of this resolution is going to bring about the results desired by its advocates. It is another leap into the dark. A New York broker or banker comes down before the Committee on Banking and Currency, expresses an opinion about what is going to happen if we do not pass this resolution, but does not pretend to say that the same thing will not happen if we do pass it. We become frightened and without mature consideration adopt a resolution directing the Secretary of the Treasury to do a thing that, in his judgment, ought not to be done, and under the law he could not be forced to do. I doubt if any such spectacle as the Congress passing a resolution directing an administrative officer to use his discretion in the enforcement of a law can be found in the history of the Government. The next Secretary of the Treasury will assume his duties with a resolution hanging over his head directing him to do a thing that in his discretion he ought not to do, and which he could not under the law be forced to do. We tie his hands before he assumes the responsibility of his office, tie the hands of the next President, by a resolution passed at the command of a few panic-stricken bankers who loaned money beyond reason upon the inadequate security offered.

This resolution is not fair to the legitimate business interests of the country. It is not fair to the great mass of consumers of the country. It is not fair to the executive department of the Government which has the discretionary power to enforce or not enforce the War Finance Corporation law. We give to a department a discretionary power and in the next breath take it away by resolution.

Congress can not legislate business sense into incompetent men. There has been entirely too much legislation passed for the purpose of helping those who do not have the intelligence and the industry to help themselves.

There are now two vacancies on the War Finance Corporation Board. The President can fill them within the next two hours, direct resumption of the War Finance Corporation without the passage of any resolution by Congress to substitute the judgment of the Congress for the judgment of the executive branch in the enforcement of a law. Using the power vested in it by the Congress, it did suspend operation, and in the judgment of a great many business people of the country it wisely did so. Only a few banks, who have been caught in their indiscretions, are asking to have a resumption. So far as the hearings disclosed the great bulk of the substantial banking interests of the country are not demanding any such action at the hands of the Congress. The great coal industry may soon come to the time that it will require a market for its products; then I assume that Congress will be asked to pass some sort of a resolution directing somebody to furnish the coal industry some money wrung from the already overburdened taxpayers to find a market for the coal they produce and save the bankers who lend them money on inadequate security. If the Government will let the industries of the country alone, let them seek their natural course for a market, and protect them and the labor engaged therein by a proper law, the country will be on a sound basis in a short time. It can never get there by mere makeshift legislation.

EXTENSION OF REMARKS

OF

HON. THOMAS D. SCHALL,
OF MINNESOTA,

IN THE HOUSE OF REPRESENTATIVES,

Tuesday, December 21, 1920.

Mr. SCHALL. Mr. Speaker, I am in favor of the bill to revive the War Finance Corporation. It is palpable that relief must come and come quickly to the farmer. He can not sell at present prices without being ruined. This measure, while a temporary expedient, will supply that credit which the farmer is now unable to obtain, and the lack of which is working such widespread suffering and distress. Not only the northern wheat farmer but the grower of cotton and tobacco, the sheep and stock raisers, are being forced to the wall through lack of credit, and pressure is being exerted all down the line to force them to sell their product now, at the time when the wind has gone out of the sails of price inflation.

The wheels of business are slowing to a stop. It is a manipulated stop, bred by those who during the war found ways to bleed the country to the tune of billions—an appetite that grows by what it feeds on. They want to force the product out of the hands of the producers at a low-ebb price. It takes big interests to drain a whole country dry.

It will do no good to let the life stream of national credit flow back after the producers have been robbed of their raw products. The consumers will be bled in the same old way for life's necessities. The small tenant farmers will be forced to quit their farms, due to low prices for their products. They will help to swell the supply of common labor and help break wages. It is not good business to farm the farmers, for who will raise the foodstuffs and fill the world's market basket next year?

It is a poor time to meddle with a country, when there is such unrest abroad. They are no better than traitors who would so exploit the resources and people of a land under whose flag they claim protection.

While this bill will help, temporarily, to go to the root of the matter, there must be representation for the farmer upon the Federal Reserve Board. He must have at least an equal showing with the representatives of Wall Street. He is the one who has paramount interest in the conduct and affairs of the Federal reserve banks, and it is only common justice that he have representation thereon.

Additional State Department Reports Concerning
Immigration.

EXTENSION OF REMARKS

OF

HON. ALBERT JOHNSON,
OF WASHINGTON,

IN THE HOUSE OF REPRESENTATIVES,

Saturday, December 11, 1920.

Mr. JOHNSON of Washington. Mr. Speaker, under permission to extend my remarks in connection with H. R. 14461, the bill for the temporary suspension of immigration, I desire to place in the CONGRESSIONAL RECORD some State Department consular reports in addition to those which will be found in Committee Report No. 1109. The additional reports follow:

DEPARTMENT OF STATE,
Washington, December 11, 1920.The Hon. ALBERT JOHNSON,
Chairman, Committee on Immigration,
House of Representatives.

MY DEAR Mr. JOHNSON: In compliance with your request, I am sending herewith additional extracts from reports concerning immigration which have just reached the department from officers of this Government who have visited the countries mentioned.

Very sincerely, yours,

CZECHOSLOVAKIA.
PRAGUE.

WILBER J. CARR.

It is estimated that there are 5,000 persons who intend to apply for visas during the month of December. There are also many thousands of persons in the surrounding countries desirous of proceeding to the United States who have been advised to make their applications in the country of origin. Applications for visas are increasing at the rate of

5,000 each quarter. At this rate 25,000 persons will be applying for visas during the June quarter. The number of persons desirous of emigrating is increasing rapidly owing to the present unsettled conditions. The majority of these persons are aged parents, wives, and children of persons already residing in the United States. The occupation of most of the prospective emigrants is farming, but they are going to the mining and manufacturing districts of Pennsylvania. The destination of these persons should undoubtedly be restricted.

ENGLAND.

LONDON.

The non-British aliens who obtain visas consist chiefly of Poles and Polish Jews, who have large families, and generally are engaged in the garment trade. They are an undesirable class of immigrant, as they live almost entirely in large cities, particularly New York.

ITALY.

CATANIA.

Approximately 10,000 persons have obtained visas and are now waiting opportunity to emigrate to the United States. It is estimated 100,000 or more persons want to come to America. During the spring and summer applications for visas will increase, with requests estimated at 3,000 per month.

NAPLES.

It is estimated that 70,000 persons are awaiting opportunity to emigrate to the United States. Any further increase is, of course, contingent on the augmentation of the number of steamships to facilitate departure. There appears to be no possibility of a decrease in emigration during 1921.

PALERMO.

There are 50,000 emigrants who have already procured visas waiting to depart from Palermo, but many are discouraged from seeking visas at this time because of steamship accommodation and winter weather. During the following spring and summer it is estimated that there will be between four and five thousand applications per month. Owing to the limited capacity of Sicilian emigrants for only manual labor and their failure to assimilate properly, which is evidenced by those returning to their native land un-Americanized, the admission of this class will tend to lower the American standard.

NETHERLANDS.

ROTTERDAM.

At all times there are awaiting in barracks on an average of 2,500 persons who desire to sail to the United States. This number is constantly increasing, coming generally from Lithuania, Czechoslovakia, Poland, Rumania, Switzerland, Austria, Hungary, and the Netherlands. Rotterdam is a large clearing house for these countries.

Shipping concerns are making preparations for a large increase in immigration after the first of the year. This increase is believed to be inevitable, particularly if restrictions against Germans and Austrians are removed.

SERBIA.

BELGRADE.

It is estimated that 5,000 persons desire to proceed to the United States within the next six months. There are many more persons, who are Russian refugees and former enemy soldiers.

SPAIN.

VALENCIA.

Emigrants from this district apparently without undesirable tendencies, but appear to have no intention of becoming American citizens.

VIGO.

Spanish press reports are discouraging to emigration, as they are pointing out the bad labor conditions in the United States.

TURKEY.

CONSTANTINOPLE.

While there is at the present time no congestion of persons waiting transportation to America, there are thousands of Russians recently evacuated from the Crimea hoping to procure permission to make the journey. There are also some 25,000 persons of local lower classes who, if they can procure funds, contemplate emigrating to this country. There are doubtless many more than this number in the interior who are unable to make the journey at this time, due to abnormal conditions.

The almost unrestricted immigration under the present regulations of able-bodied persons will make dangerous complications in the labor conditions of the United States. Not only would it affect the United States, but in addition it will deprive the Near East of its raw labor supply, and therefore retard by years the rehabilitation of countries and affect the economic situation of the world.

Seventy-five per cent of present applicants are fleeing from taxation and war conditions. Their obvious intention is to engage in petty businesses upon arrival in this country, being petty middlemen by profession. Existing local conditions would force these people to work into the ranks of labor if they were not permitted to emigrate. They should be obliged to remain at home and assist in repairing the destruction wrought by war, if world conditions are to be improved.

American prestige abroad has been seriously injured by the travel of naturalized but unassimilated persons of foreign origin. One-third of these Americans are unable to speak English intelligently and are usually the ones who are wrongly involved in cases requiring protection.

TRIESTE.

It is contemplated that there will be no material change in the number of applications in the following few months. Despite present system of consular control it is impossible to prevent labor agitators, criminals, and other undesirables from obtaining visas.

MALTA.

The class of emigrants belong to skilled and unskilled workmen. The skilled workmen come mostly from the British dockyards; the others are largely farm laborers, cabmen, and small traders.

POLAND.

WARSAW.

It is estimated that persons waiting for visas at the present time will be in excess of 400 per diem. At least 350,000 Polish Jews and Poles are preparing to proceed to the United States during the current year. Some estimates place the total at 500,000 and 1,000,000 as the

number of persons who may emigrate. This is due to filtration of persons from the newly acquired territory of Poland.

The emigration of this number depends upon their ability to obtain funds from American relatives or associates, steamship accommodations, etc. The per diem rate of persons seeking to leave Poland will probably increase in the immediate future.

Restriction of emigration from Poland is highly desirable because of the unassimilable character of the large majority of the emigrants and because of the immediate danger of their carrying contagious diseases now prevailing in that country.

Numerous emigrants show signs of mental, physical, and moral depreciation, probably due to hardships encountered during the past six years of the war. Such emigrants should not be admitted to the United States unless guaranties are given by responsible relatives for their care and maintenance.

GERMANY.

BERLIN.

A conservative estimate furnished by the German Government indicates that 2,000,000 German citizens desire to emigrate to the United States. There is no present indication that such a movement would be restricted. Many applications have been withheld because of the present understanding that visas can only be obtained in cases of urgent necessity, and men who have been in the military service are not acceptable. If visa regulations are relaxed there will be immediately a great increase in applications.

Poor living conditions, high taxes, and unemployment are reasons why these millions desire to leave Germany. Among the present applicants are many refugees from Poland and Lithuania, who become traders and are not producers.

I present also a tabulated list showing typical consular offices, with estimated number of visas applied for and granted during the months of October and November, and so forth:

Place.	Number visas applied for in October.	Number visas granted in October.	Number visas applied for in November.	Number visas granted in November.	Notes.
Prague.....	4,700	4,768	4,751	4,752	5,000 applications expected in month December, with increasing volume to June estimated at 25,000.
Catania.....	1,178	1,142	1,038	1,052	Estimated visa applications for next six months, 3,000 per month.
Naples.....	5,761	6,682	5,813	5,951	76,000 persons waiting opportunity to emigrate.
Palermo.....	2,603	2,563	2,120	2,108	4,000 to 5,000 applications per month forecasted for next spring and summer; 50,000 waiting transportation.
Rotterdam.....	220	210	170	163	Possibility of curtailment because of reported labor conditions in United States.
Valencia.....	596	647	233	232	
Vigo.....		1,118		1,365	Do.
Constantinople.....	535	534	748	742	
Trieste.....	502	483	445	458	25,000 local inhabitants and many Russian refugees hope to emigrate.
Belgrade.....	837	811	803	817	No immediate material change in number of applicants.
Warsaw.....		6,702		7,574	5,000 applicants estimated in next six months; possibility of many Russian refugees and former enemy soldiers.
Berlin.....	805	604	895	598	Increase of per diem rate of 400 applications predicted; 350,000 persons now preparing to emigrate.
					2,000,000 desirous of emigrating but restricted by present visa regulations.

I desire to call attention to the fact that about 1,250 immigrants who arrived to-day on the White Star Liner *Adriatic* have been sent to Hoffman Island because of an outbreak of typhus among them.

At Gloucester, N. J., 11 aliens have been taken from the steamship *Haverford* and sent to the detention station suffering with typhus.

The French Senate is considering closing the doors of that Republic to immigrants owing to the spreading of a mysterious disease known as malady No. 9, which is a form of cholera, and with which tens of thousands of Polish and Russian refugees to Paris have suffered the past year. French police say that thousands of these immigrants are crossing the French border daily, intending to go to America despite the fact that they have not obtained American visas to their passports. In Paris they are sleeping as many as 20 in a room.

Those who speak of desirable immigration should note that no aliens are coming aimlessly to the United States from Norway, Sweden, and Denmark. Laws of these countries forbid. Those who come to the United States from these countries come with just such guaranties as House bill 14461 provides.

It is interesting to note that Spain, by recent royal decree, insures each Spanish emigrant to the amount of 3,000 pesetas (about \$600) against risks of death or permanent disability

while the emigrant is proceeding to his destination aboard ship. Immigration of men from Spain to the United States is increasing rapidly, and Canada is closing her gates to immigrants by various methods.

In the meantime, while we are splitting hairs over the method of suspension, the Communist Party of America has flooded the country with the most vicious circular it has yet put out. It calls for straight-out revolution.

EXTENSION OF REMARKS

OF

HON. WILLFRED W. LUFKIN,
OF MASSACHUSETTS,

IN THE HOUSE OF REPRESENTATIVES,

Saturday, December 11, 1920.

On the bill (H. R. 14461) to provide for protection of the citizens of the United States by temporary suspension of immigration, and for other purposes.

Mr. LUFKIN. Mr. Speaker, I am in favor of this bill, hook, line, and sinker. Two years ago to-day, shortly after the signing of the armistice, I introduced a bill in the House including practically the same provisions which this legislation will carry. With the assistance of that splendid champion of Americanism, then chairman of the Immigration Committee, the late Congressman Burnett, and of the present able chairman of the committee [Mr. JOHNSON] and his colleagues this bill was used as a basis for a measure subsequently reported to the House and placed upon the calendar. It was never taken up for consideration, however, first, because the time was short before the expiration of that session of Congress, and, second, because we were told that there was no necessity for such legislation. We were told by the officials at the head of the Department of Labor and by other officers high in the present administration that there was no need to worry about immigration to this country; that Europe was so torn to pieces by the war that they would need all the men and women at home to help to rebuild those unfortunate communities. Those officials only told Congress half the truth, however. While, perhaps, there was and is to-day plenty of work for these men and women at home, there is not, on the other hand, plenty of money to pay them for this work. The result has been just what the Committee on Immigration two years ago prophesied—a perfect influx of the most undesirable immigration imaginable to this country.

If the bill reported to this House by Mr. Burnett two years ago could have been enacted into law at that time, it would have prevented the admission of hundreds of thousands of undesirable immigrants to this country in the past six months, immigrants who have not come here because they want to be citizens of this great country but who have come here simply because they believe they can command a higher scale of wages than at home. In the past four months Ellis Island alone has admitted more than a quarter of a million of immigrants. They have been admitted and allowed to enter into competition in the already overcrowded cities of our country, to enter into competition for a living at a time when we find ourselves confronted with the situation of practically two men or women for every single job. The time has come, in my opinion, to call a halt. The time has come to put up the bars entirely until we can have the time and the opportunity to turn around and to work out some constructive plan for the future regulation of this very important side of our American life. There is no question that in the years to come we shall again need immigration to this country, just as we have found that immigration necessary in the past. But in formulating our policy for the future I believe that we must see to it that we do not admit more of this class of people than we can properly assimilate and Americanize; that we shall first have an opportunity to catch up in Americanizing the hundreds of thousands of people already here and of deporting those men and women who have no idea of ever becoming an active part of this country, but whose sole ambition is to get all they can out of it and give nothing in return. And in providing such a permanent constructive law for the future I believe that we must not only strengthen our immigration laws by requiring a rigid examination by the American consul before the immigrant leaves his native country, but likewise a more rigid examination on arriving on this side. And I would go further. Under the laws of to-day, once the immigrant passes through Ellis Island or through Boston or through any other station he is forgotten.

He is practically allowed to do what he pleases. I would provide, and I believe it good American doctrine, for the enactment of a law which would require every alien coming into America to register and remain only on probation for a stated period. I would require that they report to some United States official every month, explaining where they are located, what sort of employment they are engaged in, and what they are doing in general. I would require that those immigrants attend an evening school or in some way learn to read and write the English language, and I would require, moreover, that they take out their first papers of citizenship within one year after landing on our shores. And I would require, moreover, that any immigrant who at the expiration of a year shows that he has so little interest in America that he does not care to become an American citizen, that that man or woman be deported without further formality and forever denied further admission to the United States.

EXTENSION OF REMARKS

OF

HON. J. WILL TAYLOR,

OF TENNESSEE,

IN THE HOUSE OF REPRESENTATIVES,

Saturday, December 11, 1920.

Mr. TAYLOR of Tennessee. Mr. Speaker and gentlemen of the House, the immigration subject presents to the American people at this time a problem of gigantic size and vital importance. Prior to the Great World War immigration had grown to such proportion as to become a matter of grave national concern, but since the war, as a result of the impoverished and bankrupt condition of Europe and the intolerable civil, industrial, and political situation prevalent over there, transportation facilities are taxed to the maximum; yea, they are wholly insufficient to carry the tremendous and increasing flood of foreigners to our shores.

Mr. Speaker, the situation is simply astounding and beggars description. We already have in the United States 12,000,000 aliens most of whom do not speak the English tongue and many of whom have no comprehension or appreciation whatever of the spirit of our institutions or respect or sympathy for the American flag or the American viewpoint. During the past 11 months 548,096 immigrants arrived at the port of New York alone, to say nothing of those who entered at Angel Island, Calif., and those who crossed our international boundaries legally and surreptitiously. Of the enormous number that arrived at the New York port all were received except 2,703, and during the same period, notwithstanding the alleged efforts and activities of the Department of Justice and its army of agents, only 637 radicals and other undesirables were deported. The findings of the Kings County grand jury of New York depicts a situation which no good patriotic American citizen can contemplate without a feeling of grim appreciation and genuine resentment.

The presentment of the Kings County grand jury, signed by William Shaddock, foreman, and J. Van Smith, secretary, follows:

"The experience of the grand jury for November for the county of Kings (which we are assured does not greatly differ from that of other recent grand juries) is such as to have caused us to give most earnest thought as to the origin of much of the crime with which we have had to deal.

"A study of the record of our proceedings shows that all of the homicides and most of the graver, most desperate, and heinous crimes were committed by foreigners, who palpably have no understanding of the genesis or genius of American institutions. They not only have not been assimilated, but seemingly are unlikely under present conditions ever to be assimilable.

"The facts as to many of these crimes show the presence in this city of foreign colonies whose existence is a perpetual menace to the lives and property of our law-abiding and law-loving citizens. From the testimony of witnesses, some of whom were participants in these heinous crimes, it has been clearly revealed that interracial hatred, with their attendant feuds and vendettas, have been transplanted to this country. These feuds have been aggravated and perpetuated by the increase and extension of these foreign colonies.

COLONIES AN INCREASING MENACE.

"The formation and growth of these foreign colonies in our midst have subjected our institutions to a great strain. Unless their growth is prevented by the exclusion of countless thousands of like elements which are constantly arriving at the port of New York, these colonies will be a constantly increasing menace and may threaten the submersion of the American elements in our population.

"The securing of evidence and the taking of testimony as to most of the grave crimes has become next to impossible in the language of our country. Every additional immigrant of this type but adds to the difficulty of protecting the lives and property of the law-abiding section of the community, of those who are native born or were

readily assimilable. The cost of administering our courts and of maintaining a constantly increasing police force in order to cope with these law-defying elements is an ever-increasing burden to this community.

"In the face of these conditions our people may well pause and inquire whether it will be possible to keep the wellsprings of our institutions pure if they are to continue to be subjected to the infusions of such elements, elements which are not merely unassimilable but largely hostile to the fundamental principles of liberty. Our institutions were subjected to a great strain during the war by reason of the divided allegiance of certain foreign elements. This prevented the Nation from functioning unitedly in its efforts to preserve democracy.

"Unless steps are quickly taken to prevent the admission of those millions which wish to come, although hostile to our institutions, we are liable to be submerged by elements who have no devotion to the great ideals of human liberty, have no regard for justice, nor respect for the sacredness of human life. America would then cease to be a beacon light to lead the nations to the complete establishment of democracy.

"The stream of our national life can not rise higher than its sources. To permit any further pollution of this stream is to jeopardize our national existence. To allow any further admixture of races in our midst is to intensify both our foreign as well as our domestic problems. It will foster disunion instead of promoting union. Instead of continuing as a Nation of high ideals, we shall degenerate into a mere medley of races, a hodgepodge of nationalities.

"We therefore earnestly request the Congress of the United States to enact such legislation as will prohibit the immigration into the country of all who can not read and write English and who do not possess an intelligent understanding of the fundamental ideas of human liberty.

"We further request that comprehensive measures be taken for the education of every adult of foreign birth at least in the rudiments of simpler education such as will enable them to understand our form of government.

"WILLIAM SHADDOCK, Foreman.
"J. VAN V. SMITH, Secretary."

As shown in this report, the situation is exceedingly critical and must be met fearlessly, promptly, and decisively, and in a spirit of unselfish patriotism if our boasted national ideals and institutions shall endure.

As I view it, Mr. Speaker and gentlemen, this proposition, in its final analysis, is simply a question of self-preservation. The issue, stripped of its frills and furbelows and without any varnish or veneer, is simply this: Shall we preserve this country, handed down to us by a noble and illustrious ancestry, for Americans, and transmit it to our posterity as our forefathers intended; or shall we permit it to be overrun and submerged by a heterogeneous, hodgepodge, polyglot aggregation of aliens, most of whom are the scum, the offal, and the excrescence of the earth? It is true, I grant you, Mr. Speaker and gentlemen, that a great many foreigners knock at our doors who are worthy, desirable, and deserving, and who come to us actuated by the very best and highest impulses and intentions. These, of course, should not only be admitted but welcomed and encouraged; however, they are so few in comparison that the number practically pales into insignificance. The menace lies in the other class—the large 90 per cent, or more, class—the firebrand, the incendiary, the bomb-throwing, the anarchistic, the bolshevistic class. And every time we receive one of them we take into our folds a serpent whose poisonous fangs will sooner or later fasten themselves in the vitals of our Nation.

OUR MOTTO MISUNDERSTOOD AND ABUSED.

Mr. Speaker, the difficulty is that our motto has been misunderstood and our charity and indulgence sorely abused and ruthlessly imposed upon. The word has gone around the globe that the United States is an asylum, a haven of refuge for the oppressed of all lands. There is a magnificent bronze statue in New York Harbor, the figure of a woman holding aloft a lighted torch—a burning cresset—which beautifully exemplifies and symbolizes this altruistic American principle and sentiment. This statue is known as the "Goddess of Liberty," and its fame has permeated the nations of the earth and the islands of the seas. Uncle Sam is, always has been, and ever will be the true friend of the oppressed; but it must be an honorable and a meritorious oppression. It was this very doctrine and philosophy that brought this country into being in the first instance, and it is upon this foundation that the Republic rests. However, this does not mean that we shall take by wholesale and indiscriminately the criminals, the cripples, and the vagabonds of the earth and dump them into the American crucible and take chances on the result.

WORK OF THE JUNIOR ORDER.

Mr. Speaker and gentlemen of the House, there is an organization in the United States that has done more to arouse the Nation and quicken the public conscience to the dangers which lurk in unrestricted, indiscriminate immigration than any other influence or agency in the whole country. The organization to which I refer is the Junior Order United American Mechanics. This splendid society is essentially an American institution. While it is comparatively in its infancy, having been organized in 1853, it has already almost achieved one of the

chief objects for which it was organized—the restriction of immigration. The members of this patriotic order have assiduously gone about over the country industriously spreading the gospel of "America for Americans" and warning the people of the perils of unrestricted immigration, and have thereby created a sentiment of which the measure under consideration is a glorious culmination and crystallization. And for this patriotic, philanthropic service this great order and its membership are entitled to the gratitude of the Republic.

ECONOMIC ARGUMENT.

It is claimed that we have in the United States to-day upward of 2,000,000 idle men and women due to lack of employment. Shall we augment this number and thereby make a bad situation worse by admitting foreign workers to enter the field of competition with our own native-born and naturalized citizens? And besides, Mr. Speaker, there can be no fair and equitable competition between the American laborer and the European and Asiatic workers. There are certain well-defined economic and biological conditions and distinctions which place the American laboring man at a decided disadvantage. The needs of the alien worker, his tastes, and his standards of living are far below that of the average American workman. The American laboring man demands and deserves a full dinner pail, refinement in his home, sanitary surroundings, respectable wearing apparel for his family, education for his children, and a few occasional luxuries; and these things cost money. On the contrary, give an Asiatic and most of the European workers a hovel to live in, some spoiled pork, beans, and cabbage, and such like, and he is perfectly content. What cares he for sanitation? He is not interested in society. Wholesome home life does not appeal to him. He takes no pride in the dress of his family, and it is a matter of utter indifference to him whether his children grow up in ignorance or otherwise. In other words, he is not building for America. He makes no contribution to progress, society, or civilization. He is simply a "hewer of wood and a carrier of water" in every sense of the term, and his chief function is to keep down the wage of the American worker. Competition, therefore, between these two standards is manifestly unjust and can not be maintained in this land of liberty. We are told that there are men in this country who are so mercenary and selfish and so infatuated with the American dollar that they are willing to import into this country the flotsam and jetsam of all lands in order to debase the price of labor.

We are informed that these human harpies are so sordid that they wot not of the difficulties, the trials, and tribulations of those who toil and their families. It is said that in their mad avarice for wealth they have lost all human sympathy and sentiment and that they would be willing to sell the very stars in Old Glory's field of blue for personal power and aggrandizement and for filthy lucre. God forbid that we have such creatures in this country claiming to be American citizens. The employer who fails to take into consideration the working conditions of his employee and the health, happiness, and contentment of his employee's family lacks in some of the essential elements of American manhood and citizenship. He is a poor business man and a worse American.

Mr. Speaker, I have the honor to represent a district, which has, perhaps, fewer aliens within its confines than any other district in the Union. True, we have a few foreign-born residents in my district, but they are the kind who came over inspired by the same hopes and aspirations that actuated the early pioneers, the Quakers, and the Pilgrim Fathers. They came to stay and to aid in the upbuilding of the country. They immediately renounced the manners and customs of the fatherland, learned the English language, and subscribed wholeheartedly and without reservation to the spirit of this blessed land of the free. They took out their citizenship papers as early as the law would permit, and to-day in loyalty to the flag and in allegiance to the institutions and traditions of America, they are on a parity with the rest of us. As I stated before, the population of my district is practically 100 per cent Anglo-Saxon, and the people are either Republicans or Democrats. Socialists, in my district, are like hens' teeth or angels' visits—exceedingly few and far between; and anarchists and bolsheviks are unknown. The east Tennessee atmosphere is entirely too pure for such cattle to live in. There is room in our mountain air for but one flag, and that is the red, white, and blue—Old Glory. Everybody there speaks plain, didactic, idiomatic United States, the Holy Bible is read in every home, and the national colors float from every schoolhouse. We do not have to contend with the foreign element so common to the big centers of population, and we are, indeed, proud of the blessed immunity. However, notwithstanding our freedom from the evils of alien influence, we are Americans, and proud of the fact,

and we want to see every foot of American soil occupied by either a native born or a naturalized American citizen.

Mr. Speaker, I am in absolute accord with the letter and spirit of this bill. While I am a member of the committee that produced and reported this measure and should perhaps be too modest to boast about it, nevertheless I feel that the committee is entitled to credit and praise for the tremendous effort it has put forth in investigation and repeated and prolonged hearings extending over a period of many months and stretching from the island of Manhattan to the Golden Gate in the accumulation of the data necessary to present this most important and wholesome piece of legislation. Let us suspend immigration entirely for two years and give these 12,000,000 aliens another chance to assimilate and embrace our form of government; and if they decline to do it, let us invite them to go elsewhere. And at the expiration of this 2-year period let us admit no immigrant to this country who does not measure up to the American standard, morally, physically, and intellectually. A stream of crystal water may absorb a limited amount of muddy substance from a tributary, without discoloration or contamination, but increase these tributaries beyond the stream's natural power of absorption and the pure, pellucid waters will become polluted and deadly. This is likewise true of our Nation. We may be able to Americanize a certain proportion of aliens and entirely obliterate their foreign ideas, methods, and predisposition, but increase the influx beyond our normal ability of assimilation, and instead of Americanizing them they will foreignize us.

In conclusion, Mr. Speaker and gentlemen, allow me to call your attention to a poem written by Aldrich, which, in my judgment, is peculiarly apropos at this time:

O Liberty, white goddess, is it well
To leave the gates unguarded? On thy breast
Fold Sorrow's children; soothe the hurts of fate.
Lift the downtrodden, but with hand of steel
Stay those who to thy sacred portals come
To waste the gifts of freedom. Have a cure
Lest from thy brow the clustered stars be torn
And trampled in the dust. For so of old
The thronging Goth and Vandal trampled Rome,
And where the temples of the Caesars stood
The lean wolf, unmolested, made her lair.

The Immigration Bill.

EXTENSION OF REMARKS

OF

HON. FRITZ G. LANHAM,

OF TEXAS,

IN THE HOUSE OF REPRESENTATIVES,

Saturday, December 11, 1920.

Mr. LANHAM. Mr. Speaker, I avail myself of the privilege accorded me to extend my remarks on the immigration bill. The House of Representatives at this session is giving to the consideration of the immigration question a priority in time which, in my judgment, its importance has deserved since the Sixty-sixth Congress first assembled.

For a year or more immigrants have been rushing to this country in very much the same way that the proverbial waters come down at Lodore. The places of entry have been badly congested and the available facilities for caring for the immigrants greatly overtaxed. It is but fair to assume that many of these newcomers have been inspired by a real regard for our Government and its institutions, but certainly there have been some who have had no purpose either to preserve or promote them. Some have journeyed here, very naturally, to join their people already in America. Some, I fear, have come to work mischief. Many, if not all, of them have pictured our land as a wonderful El Dorado, where ready jobs and the consequent ready cash awaited them. Those who have come primarily as such worshippers of the golden calf necessarily have been disillusioned. They have gathered, in the main, in our overcrowded cities, where they have often found employment scarce and housing facilities lacking. And I may say in passing that the very fact that they have chosen so to swarm in the cities, away from the fields of production, indicates the necessity in this reconstruction period for legislation of the character here proposed. The disappointment of the immigrant in his failure to find here literally a golden opportunity ready at hand has likely proven in many cases the very seed from which has sprouted and grown an unwarranted dissatisfaction with the cherished institutions of our land.

Many people have but recently proclaimed with much earnestness the doctrine that the United States should involve itself in no way in entangling alliances with Europe, and they have quoted some early utterances in the history of this country in support of that contention. It has been urged that we can not with propriety step abroad to stop the spread of bolshevism and anarchy in lands across the sea. Have we been equally solicitous to keep the entangling alliances of European anarchy and bolshevism from coming to America through the flood tide of unrestricted immigration? Americanization as a slogan is hollow and meaningless as long as we continue to import un-American bolshevists. We have brought voluntarily to our own shores much, if not all, of the strife and discord which have sought lately to menace our free institutions.

We should look at this great question from the American point of view. We are often tempted to regard it solely from the economic side. It occurs to me that the primary inquiry is not the financial welfare of the immigrants, nor whether legitimate capital may make money out of them, but whether or not the country can make Americans out of them. We are frequently prone also to regard this question too much from the sectional standpoint. Provincial selfishness should not hamper the Americanization of this issue. With proper restrictions on the admission of other immigrants let us first seek to assimilate the millions of foreigners already on our shores who are not familiar with our tongue or the spirit of our Government; let us see to the proper housing and employment of those who now live in our land; let us teach them the meaning of our country, our Constitution, our flag; let us, in short, make Americans of them. Let us not in this period of world crisis take from the nations across the sea the bone and sinew of their man power, needed there as never before for the rehabilitation of their own native lands, unneeded here at present, where for a time their presence will but complicate our problems.

The bill here presented evidently is not intended as a complete and final measure. It is not in all respects satisfactory, but it seems designed to check some of the present evils of immigration for a brief time and thus to afford a lull for that reflection which may wisely point the way to proper, permanent, and comprehensive legislation.

Most of us are immigrants or descendants of immigrants. Descendants of the aborigines are relatively very few. The American has developed as a type from the immigrant. Perhaps the primary purpose of immigration is to develop Americans, men and women who understand and love this country and its institutions; and whenever a wholesale entry threatens a consummation of that primary purpose, it behooves us to pause for a while and take stock and so regulate the incoming of the people from abroad that they, like us, may learn the vital lesson ever to be ready and willing, as occasion may require, either to live or to die for the glory of this Nation.

The Lemon Tariff.

EXTENSION OF REMARKS

OF

HON. CHARLES H. RANDALL,

OF CALIFORNIA,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, December 22, 1920.

Mr. RANDALL of California. Mr. Speaker, in customs duty matters an industry 2,500 miles from the principal markets, employing the highest priced agricultural labor in the world, and handicapped with the risks attendant to the growing and shipping of a perishable article can only exist with a duty imposed upon competing imported products that will in a manner equalize the difference in these varied costs between home and foreign production.

Take the lemon industry of California as an example. This year's importation of foreign lemons totaled 1,553,374 boxes, which is an increase of 76 per cent over the previous 12 months, and 13.6 per cent above the average of the last five years. The average price received for foreign lemons sold in New York was \$2.33, which, under existing money-exchange rates, after deducting freight and duty, returned to the foreign shippers 32.5 lire. To appreciate the advantage of the present American exchange rate to Italian importers, it should be remembered that in 1913 the same average selling price, exclusive of duty and the difference in transportation, would have returned only 4.3 lire to the foreign shippers.

While foreign lemons were selling in New York for \$2.33 a box, it was costing California lemon growers not less than \$3 a box merely to grow the fruit and prepare it for shipment.

Only one remedy will save this great California industry from disaster, the return to a protective tariff sufficient to cover the difference in the cost of production at home and abroad. This tariff rate should not be high enough to encourage the maintenance of fictitious prices, which the consumer will have to pay, but it should be ample to preserve the standards of living in this country. During my first term here I introduced a bill to restore the tariff on citrus fruits. On May 30, 1919, 11 days after the present Republican Congress met in its first session, and on the opening day of the present session, I reintroduced this bill, and it is with undisguised pleasure that I find it incorporated in the emergency tariff bill now before the House.

This American industry, by reason of conditions of climate and soil, is almost wholly confined to California, but it is none the less an American industry, and one that bears the burden of supporting in a good American respectable manner a very large number of persons besides the owners of the lemon groves. It pays fine wages to pruners, pickers, packers, fumigators, irrigators, cultivators, truckmen, and a host of others. The 30-cent labor of Sicily is unknown to our lemon business. It is one of the high-class, clean-cut, clear-strain, all-American industries, honestly seeking a fair chance to command its own in the markets of its own country, and asking that the starveling, underpaid, long-hours workmen of Europe shall meet it on the level at the port of entry.

WE NEED A TRADING TARIFF.

Most of us believe that the tariff should protect our natural domestic products against those of foreign countries, produced on a lower wage scale, such as raisins, figs, and lemons. On the other hand, the prune, apricot, and pear growers, and those interested in drying and canning, require foreign markets.

So with this problem we must conclude that our tariff laws should be written not merely with the view to the protection of the domestic markets, but also with a view to the development of the much-needed foreign markets. Naturally, if we maintain a high tariff wall about this country without reasonable discretion, we invite retaliation in the form of higher import duties against the products which we wish to export. Incidentally foreign countries can not continue buying unless they sell their own products. A close study will very likely confirm the conclusion that this country needs a bargaining or trading tariff under which we may be able to extend consideration to those countries which in their import duties treat our products fairly.

Under our existing laws most of the products of South American countries are admitted free of duty—coffee, rubber, hides, wool, beef, mutton, bananas—and yet almost prohibitive duties are maintained there against Pacific coast products. This condition applies generally throughout the Latin-American countries, save in Cuba, where we have a commercial treaty with reasonable tariffs. Central American countries send into this country millions of bunches of bananas free of duty, coming particularly into competition with oranges and apples, and yet if we attempt to ship California canned fruits to these countries we are met with a prohibitive tariff and customhouse charges which in some cases are three and four times as much as the value of the goods. We need a trading tariff.

The Australian Government fixed a price of about 6 cents per pound on sugar for her jam makers and canners last season. Our domestic canners paid as high as 25 cents per pound last season. Large quantities of this fruit are being imported into this country under a comparatively reasonable import duty of 30 per cent ad valorem. If we try to ship similar products to Australia we are confronted with import duties approximately double the rate which is levied upon the Australian product here. We need a trading tariff.

At the last annual convention of the California fruit growers the following resolution was adopted:

The fruit growers of California, assembled in convention called by the department of agriculture of the State of California, having in mind the impending revision of the tariff laws of the United States, have adopted the following resolution:

Whereas the permanent prosperity of our Nation rests fundamentally upon the welfare of the farmer and producer; and
Whereas the emergencies of war have greatly increased the production of the fruits and nuts of California in the face of greatly increased costs of labor, transportation, and materials incident to production; and

Whereas gradual return to normal conditions have been accompanied by an unprecedented fall in the rates of exchange with foreign countries which are thereby encouraged to ship competitive products, such as lemons, raisins, figs, canned fruits, olives, olive oil, rice, beans, walnuts, and almonds, to this country; and
Whereas these products are produced in countries where the wage scale is on a comparatively low level not compatible with the standards of living enjoyed in this country; and

Whereas there are other fruits being produced in increasing quantities stimulated by market conditions which prevailed during the war, fruits such as dried prunes, dried peaches, raisins, dried apricots, canned fruits and vegetables, which were largely exported prior to the war and which for the welfare of producers require the recovery of foreign markets formerly enjoyed, as well as the development of new markets: Therefore be it

Resolved, That the Ways and Means Committee of the House of Representatives be petitioned to give special consideration to the necessity for so revising our tariff laws as to give adequate protection to those products first above named, to the end that producers and wage earners may not suffer in competition with like products produced in foreign countries where the wage scale is on a lower level, and where the conditions of exchange are already starting shipments of products to this country in such volume as to demoralize the domestic market and bring serious financial loss to the producers of the country; be it further

Resolved, That the Ways and Means Committee of the House of Representatives be petitioned to give particular attention to the need of maintaining international trade relations to the end that favorable consideration may be shown to countries which in turn show favorable consideration to the products of this country produced far in excess of domestic demand and which require foreign markets, such as the dried prunes, apricots, peaches, pears, raisins, canned fruits, and canned vegetables of California. It is recognized that permanent foreign trade of value can only be developed on exchange of commodities, but it is believed that these should not be of a competitive character. To rehabilitate exchange, as well as the buying power of foreign countries, they must be permitted to sell their products, but it is believed that special consideration should be given in tariff relations to countries offering products not grown in this country, and in general our foreign markets can only be developed by most painstaking study of the intricate and complicated questions involved, supported by a consistent foreign policy in our international relations, to the end that our producers and manufacturers may hope for the protection and development of the fruit industry of California, its principal asset.

EXTENSION OF REMARKS

OF

HON. CALEB R. LAYTON,

OF DELAWARE,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, December 22, 1920.

Mr. LAYTON. Mr. Speaker, I am unalterably opposed to this bill. It is another insidious step toward socialism. There ought to be no deception possible in this matter. Every function assumed by the Federal Government means the deprivation of the States and the respective communities of those States. Paternalism is rampant. It is like an insidious disease, creeping slowly through the body politic. I do not believe that the Congress and the public generally realize the headlong pace toward bureaucracy which Congress is taking. As a matter of fact, every conceivable subject that has a germ of good in it is made the object of a nation-wide propaganda for the establishment of a bureau to work out the idea.

The Republican Party has generally been regarded as the party that stood for centralized government. The Democratic Party, up until within a comparatively few years, has been regarded as a State's right party—one that believed in State initiative and community initiative. But during the last eight years they have forgotten, apparently, all of their great teachers, the most of their great principles, which they have time and time again placed in their national platforms, until to-day they stand bare and naked, stripped of every pretense of devotion to State and community government. They have damaged the country to an almost irretrievable extent by their orgy of bureau building during the last eight years, instilling a desire and cultivating the habit in the minds of the people of dependence upon the Federal Government which the Republican Party itself is manifestly afraid to resist.

Look at it as you may, bureaucracy is socialism, and socialism is the destruction of democracy. There is hardly a good thing based upon some ideal conception, generated by the brain of some college professor, dreamer, or theorist, whether clothed in pants or petticoats, that does not desire to have the Federal Government take care of the precious idea through a costly bureau. The whole country to-day is infested with peripatetic agents of the Federal Government engaged in the thousand and one activities which have become federalized within the last eight years. We have 2,300 physicians on the pay roll of the Government, at a salary of \$2,000 per annum, costing the Government between four and five million dollars a year, not including subordinates of various kinds and the vast amount of material which they use.

How far, for instance, is this newly created function of the Government to be extended? Is it to commandeer the entire medical and surgical profession and thereby assume absolute control over medicine and surgery throughout the whole country? It is very obvious that every one of these 2,300 physicians

are rivals and competitors of the physicians engaged in private practice.

We have, moreover, thousands of agents going all around poking noses into everybody's business, until the people are disgusted, so that oftentimes these various energies become a matter of scorn and anger. They go about knocking on the front door, asking the housewife if she knows how to cook, if she knows how to make cottage cheese, if she is acquainted with the virtues of lettuce, and how to dress the same. If this was a decadent Nation instead of the most progressive and virile on earth, it might be admitted that a necessity existed for teaching these hundred and five millions of American people dietetics and more scientific methods of eating, sleeping, and how to be clothed. The very fact that we are such a virile Nation, coming up through the almost forgotten hardships which our pioneer fathers and mothers endured, seems to proclaim these things as simply useless fads. If the habits and customs of these same progenitors of ours were crude and fatal in their nature, we should not be the splendid people that we are.

As for this bill, it is wholly socialistic and unconstitutional, there being no power in Congress to pay Federal money for private gain. But, if neither of these objections existed, there is no necessity at this time for the enactment of any such measure, nor will there be for a long while to come.

There is no lack of arable and tillable land in the country. On the contrary, with thousands upon thousands of farms abandoned through the length and breadth of the land, there is such overproduction that this Congress is asked to devise means, and even appropriate money, in order to jack up the falling prices of foodstuffs because of their excessive production. It is sometimes amusing to watch the ebb and flow of congressional action. I wonder whether I am wrong in my memory of the last session of this body. It seems to me I remember that the high cost of living was the universal subject of solicitude and argumentation. It seemed to be the one high subject of thought and debate. The White House complained to the people they could not do anything in reducing the high cost of living because Congress was derelict in its duties, failing to pass laws to strengthen the hands of the Attorney General. The Congress retaliated by saying there are enough laws already if you will only use them, and so the buck was passed backward and forward for a year, but everyone admitting the supreme desirability of a reduction in the cost of living as the very first step toward readjustment and the return of normal conditions.

In this session of Congress we are turning the prow of congressional action in another direction. We have abandoned the idea of the desirability of a reduction in the cost of living, and propose to jack up all food prices by the strength of the Federal Government, even to a raid upon the Treasury. Does any Member of this House imagine for a moment, after a war which has shaken and almost destroyed the foundations of the economic world to an extent greater than was ever known, that a return to normal conditions can be had without sacrifice and loss on the part not only of our citizens but of the citizens of most of the world? It is impossible. If, however, the Congress assumes the right to come to the relief of agriculture will it also come to the relief of the shopkeeper whose shelves are laden with war-price goods, who will inevitably lose, and in many instances to the extent of bankruptcy? Will the Federal Congress come to the relief of the men, women, and children, widows, and orphans who hold twenty billions of railroad stocks as innocent victims? Will the Congress come to the relief of the industries of the country, the manufacturers, and finally will we, by legislative action, attempt to maintain the labor prices that obtained during the war? There are laws far more irresistible in their action than anything that this body can do. The law of supply and demand is one of them. What we ought to do, Mr. Chairman, is to take the plain, tangible, and obvious problems that lie before us that have come out of the World War, and settle them as speedily as possible by the use of sensible and normal measures.

We were elected to dismantle the things built up by this Democratic administration, which had a free reign for eight years. The people of this country, in my judgment, everywhere voted for a Republican President and a Republican Congress to take another road than that followed by this administration. In international matters the spirit of our old traditions was everywhere manifest, and in my judgment the masses of the people are opposed to bureaucracy and desire to be free and unhampered as far as possible in their various States and communities. Moreover, this seems to be the thought of the President elect himself, who is on record as having voiced these sentiments.

Our duty is plain. We should cut off all redundant governmental activities; we should inaugurate no new ones. We should practice the utmost economy in order that taxation may be reduced, capital may be left free for new enterprise, that labor may be employed, and that the country may be restored as speedily as possible to prewar condition.

EXTENSION OF REMARKS
OF
HON. CLAY STONE BRIGGS,
OF TEXAS.

IN THE HOUSE OF REPRESENTATIVES,

Saturday, December 18, 1920.

On the joint resolution (S. J. Res. 212) directing the War Finance Corporation to take certain action for the relief of the present depression in the agricultural sections of the country, and for other purposes.

Mr. BRIGGS. Mr. Speaker, although I have introduced a joint resolution (H. J. Res. 401) covering much the same relief as is provided in the resolution now under consideration by the House, but which resolution of mine undertakes to give more relief than is accorded under the provisions of the present measure, yet feeling that the emergency now is so great, particularly in the agricultural sections of the country, I am prepared to accept the limited relief provided in the Senate resolution as the most which can be obtained at this time.

It is to be clearly understood that the present resolution does not create any new agency or agencies for relief of the farmers and producers of this country, but simply restores to activity agencies already created and ready to function if rehabilitated and properly equipped to do so.

These agencies are the War Finance Corporation and the Federal Reserve Board. The House has seen fit in its discretion to strike out of the Senate bill the second section thereof, which directs the Federal Reserve Board to authorize and permit, through legal and proper methods, member banks of the Federal reserve system to give liberal extensions of credit to the farmers and other producers of the country upon the security of agricultural and other products, and by permitting the rediscounting of such notes of extension at the lowest possible rates of interest. I did not agree with the action of the House in striking out the second section of the resolution, because I believe that it was a proper expression from Congress at this time to indicate to the Federal Reserve Board that Congress favored a liberal extension of credit, in the method indicated, at the lowest possible rate of interest.

However, the revival of the War Finance Corporation should itself prove of the greatest benefit in relieving the present critical agricultural and industrial depression. This Government corporation was on March 3, 1919, authorized by act of Congress to aid in the exportation of the products of this country by granting to banks, exporters, and other responsible persons and organizations the benefit of such credit as would enable foreign purchases of American goods to be properly financed, so that the channels of trade could be kept open and not clogged and congested, as is the present condition of affairs.

The farmers and producers of the South who have raised at enormous expense vast crops of cotton, grain, rice, wheat, and who have raised great herds of live stock, and the farmers and producers of the West and other sections of the United States are not seeking, as some have argued upon the floor of this House, to interfere with or prevent the operation of the natural law of supply and demand; but they are insisting that such law shall be permitted to operate freely in the world markets and are asking that their products be permitted to reach only those markets where the need is so great, and where, in fact, people are suffering destitution, privation, and hunger to an extreme degree simply because they can not obtain, for want of adequate financing, the commodities which the American farmer and producer possesses in such abundance and which he is anxious to furnish them.

If there is any present obstruction of the law of supply and demand, it is due to the closing of these world markets against the farmers and producers of this country, because purchases which foreign Governments and peoples want to make of American products can not be consummated through inability to finance such proposed sales of American cotton, corn, wheat, rice, fresh beef, and other commodities.

The War Finance Corporation was especially designed to meet this very situation and keep open the channels of trade, so that the American farmer and producer would not be con-

fronted with a surplus of cotton, wool, food, and other products which are entirely inadequate to meet the demands of world markets, but which can not be entirely consumed at home.

The War Finance Corporation, with its capital and credit, is able to relieve this situation, for under the powers possessed by it purchases of American commodities by foreign Governments and peoples can be financed. Moreover, such financing does not involve loaning any money to foreign Governments or foreign concerns. It undertakes to lend only to American citizens or corporations operating in the United States, who may take as security for sales to such foreign purchasers the obligations of such purchasers, properly secured by the very best security which they can offer, and these foreign securities are then attached as collateral to the independent obligation executed to the War Finance Corporation by the American bank, exporter, or organization proposing to have such purchases financed. In this way credit is extended only to Americans and is secured both by their obligations as well as by the foreign security required as collateral.

The War Finance Corporation has already successfully functioned; and at the time its activities were suspended by the Secretary of the Treasury last May, it had financed sales of American products to foreign concerns and Governments to the extent of nearly \$50,000,000 and was preparing to consummate the financing of further sales to the extent of \$100,000,000—\$75,000,000 of which was for agricultural products.

It seems, however, that the Secretary of the Treasury concluded that the channels of trade were then sufficiently open and the financing of sales, independent of the War Finance Corporation, was sufficiently easy to justify the cessation of further extension of credit by the War Finance Corporation. Whatever the conditions may have been at such time, last May, it is unquestionably apparent that the need for the aid of the War Finance Corporation now was never greater. When its activities were stopped, it had on deposit with the Treasury approximately \$375,000,000; and such sum is still to its credit, although the actual money has, I understand, been used by the Treasury to retire certain war obligations of the Government.

In the operations conducted by the War Finance Corporation in the past it appears that not a dollar has been lost, and that the obligations accepted by such corporation have been fully met when due. The bonds issued by the War Finance Corporation were also subscribed for in remarkably short time—\$200,000,000 being subscribed within five days; and when these bonds were called for by such corporation to be paid and retired, it appears investors were most reluctant to surrender them.

Moreover, the corporation exercised the utmost discrimination and care in the extension of credit. It denied all applications for financing which were not shown to be responsible and supported by adequate guaranties and security. No charge has ever been made that the affairs of the War Finance Corporation were not properly and carefully managed with scrupulous regard to the safety of the loans, as well as the integrity and responsibility of the borrowers.

Everybody appreciates that the tremendous depreciation in the value of foreign exchange has had the most demoralizing and injurious effect upon the usual commercial relations which obtain in normal peace times. In order to break such a condition, it is vitally necessary to extend to proposed buyers long-time credits upon adequate security, so as to give such buyers sufficient opportunity to pay for the goods desired.

This aid the banks of the country, apparently, either can not or are reluctant to furnish; and even the newly created international finance corporations about to be organized under the Edge Act, are yet unable to successfully cope with the present situation. The power and resources, therefore, of the War Finance Corporation are indispensable. In fact, the organizers of one great corporation under the Edge Act lately testified that the cooperation of the War Finance Corporation was necessary to enable the Edge corporation to function.

To illustrate the need of just one of the foreign countries for American products, I may state that the Polish Government has indicated through its minister to this country that it needs to-day 350,000 bales of cotton, 300,000 tons of flour, and a vast amount of agricultural implements and other commodities. Italy is clamoring for supplies of grain and cotton. The shortage of rice in many countries of the Orient has made the need for the American product intense. The situation with reference to fresh beef and other commodities is practically the same. The exports of cotton from this country in August of this year were only 147,000 bales, as against 479,000 bales during the same month in 1919. The export shipments of rice during August of this year were only 10,250,000 pounds, as against 42,500,000 pounds in 1919, while the shipments of fresh

beef during the same month of this year amounted to only 343,000 pounds, as against 8,000,000 in 1919. In September of this year exports of rice amounted to only 4,500,000 pounds, as against 32,500,000 pounds in the same month during 1919. The export shipments of fresh beef during September of this year were only 2,000,000 pounds, as against 7,250,000 pounds for the same months of last year. In October of this year more cotton was shipped than in 1919, but less rice, the exports of the latter commodity being less than one-half of what they were the previous year. In November of this year export shipments of cotton amounted to only 683,000 bales, as against 925,000 bales in 1919.

It is apparent, therefore, that the inability of the American farmer and producer to get his goods into foreign markets through proper financial arrangements has left his products piled up in our country at home, with a disastrous collapse in available markets here, when the world at large is really experiencing a shortage and the greatest need of these very commodities and were willing to pay fair and reasonable prices for the same.

The revival of the War Finance Corporation, if properly utilized, promises some measure of substantial relief until a more permanent adjustment of world affairs has taken place and a more permanent system of financing exports has been created and established. It is probable that even the revival of the War Finance Corporation will not accomplish everything that is hoped for, but it will go a long way toward successfully meeting the present crisis and affording relief from the deplorable conditions now experienced by the great agricultural, stock-raising, and other interests of this country.

I therefore strongly favor the immediate revival of the activities of the War Finance Corporation as urged by the Secretary of the Treasury and the directors of such corporation. It is my understanding that it has been intimated by such officials that if Congress adopt the pending resolution, the revival of the corporation's activities will promptly follow.

Address by Mr. Magee at the dedication of the "Rock of the Marne Memorial," on July 15, 1920, Syracuse, N. Y.

EXTENSION OF REMARKS
OF
HON. THOMAS S. CRAGO,
OF PENNSYLVANIA,
IN THE HOUSE OF REPRESENTATIVES,

Tuesday, December 21, 1920.

Mr. CRAGO. Mr. Speaker, I ask unanimous consent to extend my remarks in the RECORD by printing an address delivered by Hon. WALTER W. MAGEE, a Representative from the State of New York, on the occasion of the dedication at Syracuse, N. Y., of the "Rock of the Marne Memorial." This is a memorial to the men and officers of the Thirty-eighth Infantry who fell in the World War, and was erected by the surviving members of that splendid organization.

There was no objection.

The address is as follows:

ADDRESS BY MR. MAGEE AT THE DEDICATION OF THE ROCK OF THE MARNE MEMORIAL, ON JULY 15, 1920, SYRACUSE, N. Y.

I regret that I can not speak of my own knowledge. What I say I have gathered from those who took part in the Second Battle of the Marne, from those who have visited the battle field, and from publications in which historians have described that immortal conflict.

We meet in memory of the men of the Thirty-eighth Regiment, Third Division, who fell in the World War.

You ask from whence they came?
My sole reply shall be,
They came from many stars
Upon the flag of liberty.

From the Atlantic to the Pacific, from the Dominion to the Gulf, I find few States of the 48 unrepresented here. Others came from our possessions; others from foreign climes; but, comrades all, fighting for one common purpose—freedom forever upon the land and upon the sea.

On April 6, 1917, the Congress adopted a joint resolution declaring that a state of war existed between the United States and the Imperial German Government, and pledging all of the resources of the country to bring the conflict to a successful termination. Some time before our merchant ships, flying the

Stars and Stripes, had been wantonly attacked without warning by German submarines and sent to the bottom of the sea, with the resultant loss of many American lives. These attacks were acts of war. It is well to remember that we entered the war in defense of our flag and American citizens and to maintain our inalienable rights upon the high seas.

In April, 1917, we had in the United States Army 37 regiments of Regular Infantry. At Eagle Pass, Tex., was the Thirtieth, which on May 19 was ordered to Camp Syracuse, arriving on May 25. On June 1 the first additional Regular regiment, the Thirty-eighth, was born by transferring, under General Order No. 6, issued by Col. Buffington, to the Thirty-eighth Infantry one-third of the commissioned and enlisted strength of the Thirtieth Infantry, comprising 13 officers and 574 enlisted men. About the middle of June the Thirty-eighth first began to draw its own rations and feed its own men. By the end of June the total enlisted strength through recruiting was 1,112. The band, the majority of whom were recruited in Chicago, arrived early in July. By the end of July the enlisted strength was 1,921.

The people of Syracuse extended a genuine welcome and generous hospitality to the members of the Thirty-eighth, who were soon made to feel that they were, indeed, amongst their friends, and that Syracuse is the best city in the world. The press of the city was generous in its praise and named the regiment "Syracuse's Own." The first social event in its history was a great success, a reception, dinner, and dance held at the Hotel Onondaga early in October.

On October 26 the regiment left for Camp Greene, N. C. Here Col. Adams, who was in command in some of the hardest fighting in France, joined the regiment. Until December 16 only enlisted men had comprised the personnel, but shortly afterwards increments from National Army camps in the North filled the regiment to war strength. The regiment left Camp Greene in March, 1918, and the last battalion to arrive in France landed in Brest on April 14.

On May 4 the Thirty-eighth was finally brought under French Army instruction. On May 14 Col. McAlexander, an efficient officer who had been in France for nearly a year, took command of the regiment. This was the period when our allies needed immediate help, and America was making stupendous efforts to get her soldiers across the ocean. In April, 1918, approximately 117,000 Americans landed in France; in May, 224,000; and in June, 276,000. The American divisional unit of 30,000 men was maintained, but our divisions then were serving under French or British corps commanders.

The great German drive was on. There was no time to train our divisions for combat in quiet sectors. On Memorial Day the Thirty-eighth began its rush to the Marne. This regiment did not have trench experience in France. It learned to fight by fighting.

The first casualties at the Marne were on June 4, when one was wounded and two were killed. During the next week several more were killed, and the first Thirty-eighth cemetery was established at Courboin.

The Surlin River empties into the Marne between Chateau-Thierry and Chalons. East and west of this tiny river are steep hills. The Thirty-eighth was stationed in the Surlin Valley through which are good roads. This valley was called "the gateway to Paris." For the Thirty-eighth No Man's Land was a strip of water, the Marne River, less than 50 yards in width, at the mouth of the Surlin. On the left of the Thirty-eighth was the Thirtieth United States Infantry, and on the right the One hundred and thirty-first Regiment of the One hundred and twenty-fifth French Division.

Just after midnight in the early morn of July 15, 1918, the Second Battle of the Marne began. After hours of heavy bombardment and shelling the Germans began to cross the Marne and attack the Allies. They did not gain a foothold in the southern bank, held by the Thirty-eighth. Failing in this, the enemy crossed near Varennes, in the sector held by the French, and gained a temporary success that exposed the right flank of the Thirty-eighth. About 8 a. m. the American forces on the left had withdrawn their right to a new position. Exposure of both its flanks compelled the regiment to defend itself from attacks in front and on each side. In this position the regiment fought for hours, holding its ground and shattering two German shock divisions. The battle ended at 4.30 o'clock in the afternoon, after 16½ hours of fighting. For this heroic stand and fighting successfully against overwhelming odds the Thirty-eighth has been named "The Rock of the Marne Regiment."

Its casualties in the Marne fighting were 1,142, out of a total of less than 3,600 men engaged. Maj. Gen. Dickman, in command of the Third Division, said:

The defeat of the enemy on the Marne July 15, 1918, definitely marked the transition for him from the offensive to the defensive. The heroic stand of the Thirty-eighth Infantry stopped the enemy's advance toward Paris and made possible the counter attack at Soissons three days later.

Col. McAlexander, who commanded the regiment, made this comment:

Do you wish an invincible, unconquerable regiment? Then organize it, administer it, train it, and fight it along invincible and unconquerable lines. Imbue it with a pride that scoffs at danger, inspire it with a soul of intrepidity and honor, and make it to know that its defeat is impossible, that it may be killed but that it can not be conquered. Such an organization is the Thirty-eighth United States Infantry.

The French Army order of the day contained the following mention of the Thirty-eighth:

This crack regiment, under the able and energetic command of Col. McAlexander, displayed indomitable tenacity during the German attacks of July 15, 1918. Although attacked in front and outflanked on both sides, succeeded in holding its positions on the banks of the Marne, driving back an enemy numerically superior.

Gen. Pershing, in his final report to the Secretary of War, states:

On this occasion a single regiment of the Third Division wrote one of the most brilliant pages in our military annals. It prevented the crossing at certain points on its front, while on either flank the Germans who had gained a footing pressed forward. Our men, facing in three directions, met the German attacks with counter attacks at critical points and succeeded in throwing two German divisions into complete confusion, capturing 600 prisoners.

How glorious it is to have the surviving members of such a regiment select Syracuse as the place for a memorial to its heroic dead. In the words of Col. McAlexander, "Salute them; then forward."

We shall always have with us the memory of their fearless devotion to their country. We know from their deeds that the spirit of '76 still exists, and that in these troublous times and in this great crisis through which the Nation is passing America is sound to the core.

This famous regiment continued to fight to the end of the war. It never knew defeat, and in the terrible fighting in the Argonne covered itself with still further glory. We are fortunate in having here on this memorable occasion Col. Adams, wearer of the distinguished service cross, and particularly cited for coolness and heroism upon the Marne battle field. The responsibility has fallen upon him more than upon any other survivor to see that the will of his comrades in the erection and dedication of this beautiful memorial shall be carried out.

With hearts full of emotion we dedicate this monument to the memory of the young heroes who, at the happy dawn of manhood, at the threshold of lives full of promise, made the supreme sacrifice of war in the service of their country. We feel that they did not die in vain; that they were martyrs to the ideals of America; that they consecrated their lives to the cause of human freedom; and that their example, their patriotism, and their devotion to the great cause for which they fought and died will be an inspiration to future generations.

EXTENSION OF REMARKS

OF

HON. SAMUEL E. WINSLOW,
OF MASSACHUSETTS.

IN THE HOUSE OF REPRESENTATIVES,

Monday, December 27, 1920.

Mr. WINSLOW. Mr. Speaker, under the leave granted to me to extend my remarks in the Record I include an address delivered in New York on the transportation bill recently passed. The address is as follows:

[Address of Hon. JOHN J. ESCH, chairman Committee on Interstate and Foreign Commerce, United States House of Representatives, on the occasion of the dinner at the Waldorf-Astoria Hotel, New York, on Monday evening, Dec. 13, 1920, given in honor of S. Davies Warfield, president National Association of Owners of Railroad Securities, president the Continental Trust Co., Baltimore.]

Mr. Chairman, ladies and gentlemen, a writer to secure local color for a story visited a fishing village on Long Island Sound last winter and inquired of a group in an inn what they did during the long winter months when their fishing grounds were frozen over; one of them replied, "Well, sir, we just sit and think, and sometimes only sit."

In the critical days of 1917, shortly after the war was declared, there was a man in Baltimore of large affairs and holder of railroad securities who sat and thought that the time had

arrived when owners of securities of carriers should organize for the purpose of mutual protection. His thoughts translated into action resulted in a conference held at Baltimore, May 23, 1917, attended by 500 representatives of savings banks, life insurance companies, estates, colleges, and investing institutions generally, with aggregate holdings of railroad securities of \$2,000,000,000.

Under the guidance, zeal, and industry of the man from Baltimore, this conference developed into a National Association of Owners of Railroad Securities (Inc.), well officered, and with a committee representing all parts of the country. During the period of Federal control the work of organization was vigorously prosecuted. The list of members increased, and a legislative program to meet the situation when Federal control should end was, after much study and consultation, formulated. The leading object of the association was "to protect and stabilize the securities of the carriers of the country." This was to be done by providing a fixed percentage return of not less than 6 per cent on the aggregate property investment in the railroads as a whole, with a division of earnings in excess of 6 per cent.

There was a strong and determined opposition from most of the leading railroad executives; there was opposition in the press; there was opposition in both Houses of Congress. The executives proposed a statutory rule of rate making which specified the items which the Interstate Commerce Commission must take into consideration in determining the justness and reasonableness of rates. They feared that a fixed percentage return inserted in the law would make it a football of politics.

Undaunted by such a formidable array, the president of the association and his associates sought the ablest counsel and the cooperation of other organizations. The transportation conference, as representative of the United States Chamber of Commerce, favored the fixed percentage return, as did Judge Prouty, Director General Hines, and Chairman Clark, of the Interstate Commerce Commission. But Congress was the final arbiter. To persuade it to adopt the plan of a fixed percentage return, the president of the association had prepared and presented to the House Committee on Interstate and Foreign Commerce one of the most remarkable memorials ever offered to Congress. The signers represented nineteen and one-half billions of dollars, or 70 per cent of the resources of financial institutions in the 56 largest cities of the United States. They represented 5,000 savings banks, life insurance, fire, marine, and surety companies, national and State banks, and trust companies. They represented other fiduciary institutions, such as estates and individual investors, to the number of 8,189. They represented 1,600 business organizations, such as boards of trade, chambers of commerce, and business firms, with a membership of over 30,000. They represented over 9,000,000 savings depositors and 23,000,000 policyholders. Fortified by such backing, the president of the association made a forceful appeal not only to the committees of the Senate and House, but also to the entire Congress and to the country. The bill as passed by the House contained a statutory rule of rate making. The Senate adopted the plan of a fixed percentage return. After a struggle of many weeks in conference the latter was incorporated in the transportation act of 1920. Who is this man who for three years, without pay, has devoted his energies and most of his time, in the face of opposition and difficulties which would have discouraged most men, "to protect and stabilize the securities of the carriers of the country," held directly or indirectly by 50,000,000 of our people? He is the man from Baltimore, president of the National Association of Owners of Railroad Securities, the honor guest of the evening—S. Davies Warfield.

THE TRANSPORTATION ACT.

The railroads were taken over by the President January 1, 1918, under a clause contained in the Army appropriation bill enacted in 1916. The scope and limitations of the President's authority in connection with such taking over were defined in the Federal control act approved March 21, 1918. Federal control, continuing for a period of 26 months, was terminated by the transportation act on March 1 of this year. Between our declaration of war, April 6, 1917, and the beginning of Federal control, January 1, 1918, the railroad executives, through their war board, sought to meet the enormously increased demands for transportation necessitated by the war, by combining the leading roads into a national system for purposes of unified operation. While much was accomplished, legal obstacles in the form of the Sherman antitrust law, failure of some of the trunk lines to cooperate, and the indiscriminate issuance of priority orders by various Government officials prevented the increase in the quantity and efficiency of the service which the

President and his advisers deemed necessary to win the war. He, therefore, took over the roads, and Congress enacted the Federal control act to enable him to operate them.

Under Federal operation revolutionary changes were made in the matter of regulations, financing, and administration. Many of these changes, such as withdrawal of trains, rerouting, preference in shipment to essential or war industries, gave rise to widespread inconvenience, suffered, however, uncomplainingly by our people, while the war was still on. With the signing of the armistice, November 11, 1918, and cessation of war production, a popular demand arose for a speedy termination of Federal control and a restoration of the roads to private operation, a demand largely augmented by the fact that the roads as and while operated by the Government were failing to earn the standard return guaranteed under the Federal control act by more than a million dollars a day, a deficit which had to be made good out of the Federal Treasury.

The President, conscious of this demand, declared in a message to Congress early in 1919 that he would, under authority granted to him by the Federal control act, return the roads to their owners on January 1, 1920. He did not advise Congress as to the terms and conditions of such return; in fact, he frankly stated that as to the solution of the grave and complicated problems arising out of Federal control he had no confident judgment of his own. The appropriate committees of Senate and House, and Congress itself, therefore, worked out their own solution as now embodied in the transportation act.

Perhaps to no Congress has a more difficult, complicated, or important piece of legislation ever been submitted. Its consideration extended over a period of many months, hundreds of witnesses were heard, and thousands of pages of testimony and exhibits were presented. After four months devoted to hearings and consideration of numerous plans and suggested amendments, the House passed its bill November 17, 1919. The Senate passed the Cummins bill December 19. Two days later both bills were sent to conference. Owing to the wide and radical differences between the bills on highly important matters, it was impossible for the conferees to get action on a conference report by January 1, 1920, the date fixed originally by the President for the return of the roads. The President, therefore, changed the date to March 1, 1920. After eight weeks of continuous and strenuous effort, the conferees reported and the bill was approved February 28.

The transportation act is not based upon Government ownership. Outside of advocates of the Plumb plan, there was little or no sentiment in Congress in its favor. While there were some advocates of an extension of Federal control, they secured little support in Congress. The adjustment of financial relations between the Government and the carriers, even after 26 months of Federal control, has proven so complicated that were control to continue two years longer the situation would have become so scrambled as to make solution impossible. This would have compelled Government ownership or made it highly probable.

The framers of the act decided it was wisest to build upon the existing interstate commerce act, whose foundations were tried and well laid, instead of building a structure entirely new. It would have been fatal to have returned the roads without legislation which made it possible for them to meet the new conditions consequent upon the war.

RAILROAD CREDIT.

The primary duty imposed upon Congress was to restore or reestablish credit which would enable the roads to supply themselves with the equipment necessary to handle the traffic promptly and economically and provide the additions and betterments during the reconstruction period. Experts declared that at least 250,000 more freight cars, 9,000 more passenger cars, 4,000 more locomotives, with proportionate enlargements of other facilities, were needed to do the business of the country as it ought to be done. But the added equipment and facilities at current prices would mean an investment of over \$600,000,000 during the year of 1920. We therefore were presented with the problem of returning the roads to their owners under such conditions as would enable them to borrow or otherwise secure \$600,000,000 of new money and compel its expenditure for new equipment and facilities and for next year to borrow or secure \$1,000,000,000 for like purposes, and at least an equal amount for subsequent years. We knew that at the end of Federal control the roads, except a few of the strongest, could not finance themselves; that maturities for this year and succeeding years amounting to hundreds of millions of dollars had to be met if roads were to be kept out of the receiver's hands; that sales of stocks was impossible and further issues of bonds invited disaster.

HOW THE PROBLEM WAS MET.

The transportation act seeks to solve the problem as follows: First. It refunds the indebtedness of the carriers to the Government, with certain offsets, over a period of 10 years, with interest at 6 per cent per annum.

Second. It extends the guaranty of the standard return for a period of six months after March 1.

Third. It provided a revolving fund of \$300,000,000 out of which loans can be made to the roads at 6 per cent per annum for periods not exceeding 15 years.

Fourth. It establishes a rule of rate making under which the Interstate Commerce Commission is to so adjust rates as to yield a net income of not less than 5½ per cent upon the value of the property rendering the service, considered as a whole, this rule to continue for two years after March 1, 1920, and thereafter the commission to fix the rate of return. It is further provided that any road earning more than 6 per cent shall divide such excess with the Government.

SECTION 422 OF THE TRANSPORTATION ACT.

This last provision is contained in section 422 of the transportation act and was believed to be necessary to enable the roads to secure the money and the credit required to purchase additional equipment and betterments at lowest possible rates and take care of the present and immediately prospective wants of transportation. With the roads again under private operation and the guaranty of the standard return withdrawn there must be proper encouragement given to the investing public if the carriers are to obtain the necessary funds to provide the additions, betterments, and extensions required by an expanding commerce. The public can not be compelled but must be induced to invest. Stabilizing the credit of the carriers is a strong and necessary inducement. A public utility which has its income controlled through the regulation of its rates and its expenses, especially wages, also fixed by governmental authority, is entitled, upon moral if not legal grounds, to fair and just treatment.

Section 422 of the act, which provides for a fair return upon the aggregate value of the property of the carriers held and used in the service of transportation, established a new principle in rate making and supplants the former rule which gave the Interstate Commerce Commission as its sole rule or standard the direction that rates must be "just and reasonable." Under this section the commission must value the railroads as a whole or by territories and then so adjust the rates that they will yield as a fair return 5½ per cent upon the aggregate value, and may allow an additional one-half per cent for improvements, betterments, or equipment chargeable to capital account. This section has given rise to most of the opposition to the act, and has been willfully misrepresented as to its purpose and effect. It is charged that this section guarantees 5½ per cent and a possible 6 per cent return on eight billions of watered stock. As the amount of stock outstanding January 1, 1918, amounted to \$9,000,000,000, this would mean that practically all the stock was water, which is absurd.

Few roads as they stand to-day are overcapitalized. The truth is that the fair return is not based upon capitalization at all, but upon aggregate value, and this value as determined by the commission in its decision made public July 31 is \$18,900,000,000, which is \$1,140,572,611 less than the amount as claimed by the carriers and over a billion less than the capitalization.

The commission, with its record of the financial history of every road, with its knowledge of their receipts and expenditures, and the data already presented to it by its valuation board, can be trusted to determine the aggregate value which will be just to all interests. When the valuation board shall finish its work the valuation it fixes will thereafter become the basis.

RETURN NOT A GUARANTY.

It is further charged that the 6 per cent return is a guaranty, that every railroad shall receive this amount. This is absolutely unwarranted. The return is based on the aggregate value of the roads taken country-wide or by territories. Few roads would share of the total valuation. Some would earn 1 per cent, 2 per cent, or 3 per cent; some may not earn their operating expenses. It will be left to each road to earn what it can and through initiative, economy, efficiency, and foresight to increase its earnings. There is, therefore, no guaranty, as the Government does not make good to any road the difference between what it earns less than 6 per cent and 6 per cent.

On the contrary, the Government will gain a half of any excess over the 6 per cent, and can use this excess in loans to weak roads at 6 per cent interest or in providing equipment to be leased to roads at a rental which will produce 6 per cent

on the value of such equipment. Strong roads earning more than 6 per cent strongly protested against this division of an excess and questioned its constitutionality, but the framers of the act are confident it will be sustained should a test be made in the courts.

That the new rule of rate making is not a guaranty is further evident from the fact that "in performing its duties the commission must estimate for a future period the volume of traffic and the cost of maintenance and operation, and these uncertain elements necessarily remove the provisions from the field of a Government guaranty." To give assurance that there will be an excess to be divided and that all earnings will not be recklessly expended, section 422 provides that management should be "honest, efficient, and economical" and that expenditures for maintenance of way, structures, and equipment be "reasonable."

The plan of dividing the excess over 6 per cent, unless all roads are under a common control or ownership, is the only one which will prevent some roads earning excessive profits, as rates must be uniform and the same between competitive points.

The principle embodied in the transportation act, fixing rates so as to provide a maximum rate of return on the value of the property, is found in statutes of several of the States regulating public utilities. Legislative bodies can not confiscate private property. The courts will protect such property and, when used in the public interest, will see that it gets a fair return. Instead of leaving such fair return to be dependent upon the just and reasonable rates which the commission is to fix, Congress itself established what in its judgment it considered to be fair in the transportation act for the two years ending March 1, 1922.

Opponents of section 422 of the act, which rehabilitates railroad credit and enables the roads to again become self-sustaining and capable of rendering the service demanded by the people, and bridges the critical period of reconstruction, offer no alternative of a constructive or sufficing character other than Government ownership or the Plumb plan.

THE PLUMB PLAN.

The Plumb plan involves Government ownership, but goes much further by requiring operation by the employees. This is more than socialism. It smacks of sovietism. The American people do not want Government ownership. Both Republican and Democratic platforms are against it. This is no time to add to the twenty-six billions of our present indebtedness the billions that will be necessary to buy the roads. Our tax burdens are already too heavy. To add 2,000,000 employees to the Government list is a situation which should cause grave forebodings.

A study of Government-owned railroads in other countries shows higher costs, higher rates, and poorer service than we have had under private ownership. The maxim holds good that "public waste is more than private profit." Conservative and farsighted labor leaders are not in favor of Government ownership, much less the Plumb plan. Samuel Gompers, head of the American Federation of Labor, bitterly opposed Government ownership of railroads in the annual convention of the Federation held in Montreal, Canada, last June.

Plumb contends that the Government ought to purchase the roads for \$12,000,000,000. He favors the elimination of capital represented by stocks. The courts, under the Constitution, will not sustain his contention. The people object to authorizing a board to run the roads, consisting of 10 employees and only 5 representing the public. It objects to such board fixing the wages which all of the people must pay through freight and passenger rates. The Plumb plan provides for a distribution of the surplus, if any, but leaves the payment of deficits to fall upon the Public Treasury.

EXTENSIONS AND ABANDONMENTS.

Hereafter, under the act, no carrier by railroad can undertake the extension of its line of railroad or the construction of a new line unless and until it obtains from the commission a certificate that the present or future convenience and necessity require or will require the construction or operation, or construction and operation, of such additional or extended line of railroad. Nor shall there be any abandonment of any existing line without securing a like certificate.

This provision follows statutes in Wisconsin, New York, and other States, and is designed to prevent unwise extensions of existing lines and construction of new ones. Construction of a parallel line often makes of the existing line a "weak sister." Where a single line could be made to do all the business, the additional line imposes upon the public the burden of sustaining two weak lines, with poor service. The same is true in a measure with reference to the building of many branch and

short lines. Where communities are served by a road, it should not be permitted to be abandoned without a full opportunity for all parties interested to be heard before a competent and impartial tribunal.

STOCK AND BOND CONTROL.

One of the most important provisions of the new act is contained in section 439, giving the commission authority to pass upon issue of notes with a maturity in excess of two years. In 1910, 1914, and 1916 the House of Representatives passed bills having the above purpose, but they failed to become law. Public sentiment has been so developed since 1910 that practically no objection was raised to this section during the consideration of the transportation act. The country heartily approves of giving the commission such control over the issues of securities as will stabilize them and prevent their exploitation. It is confidently believed that the scrutiny of such issues will beget a greater confidence in them on the part of the investing public. Had such legislation been on the statute books during the last 10 years, stockholders and the general public could not have been afflicted with such financial fiascos as presented by the Frisco, the Rock Island, the Pere Marquette, the New Haven, and others.

CONSOLIDATIONS.

The war has taught the value of consolidations and combinations under proper regulation and control. The act authorizes the commission to prepare a plan for the grouping or consolidation of the many railroad systems of the United States into a limited number of large competing systems of approximately equal strength. It is contemplated to gradually bring together the railroads into a few systems so that these systems can "employ uniform rates in the movement of competitive traffic and under efficient management earn substantially the same rate of return upon the value of their respective railway properties."

The carrying out of this plan will enable the commission to solve the problem of the "weak sisters," improve service, and eliminate whatever of overcapitalization there may be in the constituent roads making up the consolidation.

CAR SERVICE.

The act amends the car service act of May, 1917, by extending its scope and enlarging the powers of the commission. Every carrier by railroad is required to furnish safe and adequate car service. In cases of shortage of equipment, congestion of traffic, or other emergency, the commission can make such just and reasonable directions with reference to car service, without regard to ownership, as in its opinion will best promote the service in the interest of the public and the commerce of the people. It can also require the joint or common use of terminals upon reasonable terms. It can also give directions for preference or priority in transportation, embargoes, or movement of traffic under permits. It will thus be seen that the transportation act retains the benefits which Federal control demonstrated. These new powers in the commission are now being given practical application through recent orders relating to the coal situation. The authority granted is ample to meet emergency conditions and were it not for car shortage and recent labor troubles relief could be immediate.

It may be of interest to know what has been accomplished since March 1 in relieving congestion and car shortage by the Interstate Commerce Commission in the exercise of the powers granted over car service by the transportation act.

Those dissatisfied with the results of private operation during the last nine months under the new act should remember that the business offered the railroads has materially exceeded their capacity because, first, the volume of business has greatly outgrown the railroads with reference to terminals, trackage, cars, locomotives, and other equipment; second, crowded to the limit with war use, the railroads were returned to their owners suffering from undermaintenance; third, the outbreak of unlawful strikes in April at various gateways paralyzed traffic for weeks. To overcome these obstacles and supply the demands of commerce, increased by a great crop, engaged the immediate and earnest attention of the railroad executives and the Interstate Commerce Commission. Whatever of success they have attained is largely due to the cordial and ready cooperation of shippers and the general public.

On March 1, when Federal control ended, there were 105,000 cars which could not be currently handled. On April 16, after two weeks of unlawful striking, the number had increased to 288,000. The situation proved so serious that the commission on May 20 issued Service Order No. 1, under which the carriers were directed to forward traffic to destination by the most expeditious and available routes, without regard to routing orders, specified by the shippers, or ownership of cars. The car service division of the American Railroad Association cooperated with the commission and with the shippers so successfully that on

September 17 the car accumulation had been reduced to 47,438. This reduction of congestion has enabled the roads to cancel or modify many of their embargoes and thus still further ease the situation.

Car shortage still remains the most pressing need of transportation. There is no mystery about the existing car shortage. It began in 1916, and prior to our entrance into the war our car shops were manufacturing cars for the use of countries which afterwards became our allies. All our energies upon our entrance into the war and during its continuance were directed to war production. During the 26 months of Federal control only 100,000 freight cars and 1,900 locomotives were ordered, whereas our annual output of cars prior to 1917 was over 100,000 and about 80,000 were annually scrapped.

During January and February, the last two months under Federal control, the average daily car shortage was about 80,000. The average for the week ending September 1 was 146,070, but this had been reduced for the week ending September 17 to 96,114. This indicates that still greater efforts must be put forth if further reductions are to be obtained. Not much relief can be expected from new car production for the current year. From January 1 to August 1, 50,275 freight cars were on order, but undelivered. The new rate increases, which did not become effective until August 26, will increase orders and stimulate production.

MORE PRODUCTION PROGRAM.

In July the Association of Railroad Executives met at Chicago and resolved that all of its members and other carriers be urged—

To devote their utmost energies to the more intensive use of existing equipment and as definite aims undertake, with the cooperation of the public, to attain—

1. An average daily minimum movement of freight cars of not less than 30 miles per day;
2. An average loading of 30 tons per car;
3. Reduction of bad-order cars to a maximum of 4 per cent of total owned;
4. An early and substantial reduction in the number of locomotives now unfit for service; and
5. More effective efforts to bring about the return of cars to the owner roads.

As the country's business could not wait for new cars and locomotives, immediate and, in fact, the only relief lay in the more effective use of equipment already in use. It may interest you to know of the progress that has been made as a result of this "more production" program, aided by service orders of the commission.

A car movement of 30 miles per day for the country as a whole has never yet been attained. The significance of speeding up is made clear when it is understood that an increase of 1 mile per day for the 2,500,000 freight cars in the United States is equivalent to adding 100,000 cars to the available equipment. For May of this year the average movement of a freight car was 24.1 miles, for June 25, for July 25.7, for September 28.4, a gratifying increase. In July of last year it was only 21.3, or 4.4 less than for July of this year, or an equivalent of 410,403 cars.

As to the second aim of the railway executives to increase the average loading of cars to 30 tons, much attention has been given with good results. "The tons per car (revenue and non-revenue) for the year 1917 were 27. For 1918, when the patriotic appeal was very strong, the railroads, with the splendid cooperation of the shippers, were able to show an average of 29.1, but for 1919 the loading dropped to 27.8 tons. The figures for January, February, and March this year were 28.3 tons in each case, while for April the loading was 28.6, May 28.3, June 29 tons, and October 29.6." This shows that the high-water mark of the peak year, 1918, had been exceeded in October of this year. Already a number of roads have reached and some of them have passed the goal fixed by the executives. An average of only 1 ton per each loaded car would be equivalent to the addition of 80,000 new cars to the available supply.

As to the third aim, reduction of bad-order cars to a maximum of 4 per cent of total owned, little progress has thus far been made, due to a lack of repair workers and materials. When Federal control began, of the 2,260,000 freight cars 5.7 per cent, or 129,780 cars, were reported in bad order. At the end of the Federal control, of the 2,362,000 freight cars 6.7 per cent, or 153,727 cars, were in bad order. There has been little change since. Every 1 per cent improvement in the bad-order car situation means an addition of about 25,000 cars to the available supply.

As to the reduction of the number of locomotives now unfit for service, no statistics are available.

As to the fifth aim, of bringing about the return of cars to owner roads, continued progress is shown. Prior to the war, from 50 per cent to 60 per cent of freight cars were on the

lines owning them. During the war cars were widely scattered, so that when Federal control ended March 1 of this year only 21.9 per cent were on their home lines. On October 1, due to orders of the commission and efforts of the carriers, the number had been increased to 30 per cent and further increases are expected. An important result of getting cars back to their own rails lies in the fact that they will be more thoroughly and promptly repaired.

Notwithstanding the fact that the business offered for transportation exceeds the ability of the carriers to handle it promptly, a tremendous volume of business has been moving since Federal control ended. For the four weeks ended August 28, there were more cars loaded than for the corresponding periods in 1919 and the peak year, 1918. This may have been due to the fact that shippers sought to load prior to the advance in rates effective August 26, and yet records for the four weeks ending September 25 are only slightly less than for the four weeks in August of this year and are almost equal to the corresponding period in the peak year, 1918. In fact, in the week ended September 25, 994,687 cars were loaded with commercial freight, which almost equals the best weekly record made in 1918 under the stress of war need. A reduction of only 55,000 loads in September, as compared with August, would indicate that the increase in rates in August had but a slight effect in reducing the volume of business.

Last year 70,000 grain cars were stored in the West in anticipation of the harvest of that year. This year it was impossible to store any. To meet this situation, the commission under service order No. 2, of May 20, directed the movement of cars from surplus territory in the East to deficit territory in the West. Relocation and equalization orders of the car service division of the American Railroad Association further aided this movement, so that some 90,000 box cars were delivered and more were to follow. From January 1 to the end of August of this year, 1,271,878 cars of grain and grain products were loaded, the largest number during the last five years, except 1918, and only 10,000 less than for that year. In spite of this showing, from January 1 to September 18 there were 158,764 less cars of grain loaded than for the corresponding period of 1919, which indicates that increased efforts would have to be made to take care of the grain movement for the balance of the year.

The statistics I have used to indicate the progress made in administering the car service section of the transportation act have been supplied to me by Secretary McGinty of the Interstate Commerce Commission and Julius H. Parmelee, director of the Bureau of Railway Economics. They may, therefore, be taken as official.

ADJUSTMENT OF LABOR DISPUTES.

Title III of the act provides for the adjustment of labor disputes. Credit and sufficient equipment will not provide efficient transportation without labor. Satisfied labor is necessary to insure efficient service. All concede that railroad employees should have good wages and working conditions and reasonable hours. The problem was how these could best be secured keeping in mind the interests of the owners and the general public. The act creates a Railway Labor Board of nine members, appointed by the President and confirmed by the Senate, three to represent the employees, three the owners, and three the public. Some organizations objected to having the public represented on the board. As the public pays the bills, in the last analysis Congress gave it equal representation with the employees and the owners. The board is the final arbiter, and in all cases relating to wages or salaries five out of the nine members must concur in the decision and at least one of the five must be a representative of the public. There is no antistrike provision, no compulsion. The decisions are rendered effective through force of public opinion and public opinion is as a rule more effective than decrees of courts or the acts of legislatures.

IN CONCLUSION.

The transportation act can be made a success only through the hearty cooperation of all interests affected. Private ownership is now on trial; if it fails, Government ownership may have to be the only alternative. The railroad owners under the act have been given fair and reasonable terms. They must now work out their own salvation. If any fail to realize the changed conditions and still insist on playing the part of Bourbon an aroused public sentiment will push them aside. Self-interest, rivalries, and prejudice must yield to an earnest desire to serve the general good. With increased rates the public will demand improved service. To insure it in fullest degree there must be teamwork. The public must lend its aid and offer during these critical days of reconstruction the most hearty cooperation.

The transportation act is entitled to a fair trial. It is not a perfect measure. Some of its salient features are the result of compromise of the conflicting views of Senate and House, but as a whole it is a constructive measure of great and far-reaching importance. As its different provisions are enforced, its scope and beneficent purpose will become more and more apparent. Its success will largely depend upon the manner in which it is administered by the commission. The country has confidence in the integrity and ability of the members of the commission and looks to them with confidence.

Emergency Tariff Bill.

EXTENSION OF REMARKS

OF

HON. CHARLES B. TIMBERLAKE,

OF COLORADO,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, December 23, 1920.

Mr. TIMBERLAKE. Mr. Speaker, under the permission granted me to extend my remarks on H. R. 15275, the emergency tariff bill, submitted by the Ways and Means Committee, of which I have the honor to be a member, and by reason of the fact that I have the honor to represent one of the largest and best agricultural and stock-raising districts in the great State of Colorado or in any State of the Union, and for the further reason that from personal knowledge recently acquired by coming in personal contact with these conditions I have actual knowledge of the very serious conditions now existing affecting these interests in such ways as to seriously menace their very existence, I labored earnestly with our committee in the preparation of this bill, which has been denominated by its opponents "a hodgepodge and the most unscientific form of tariff legislation ever proposed." Granted it is not a scientifically prepared tariff revision, neither was it intended to be such; the committee will early in the next session endeavor to present to this House and to the country such a measure. It will include all of the multitude of schedules (some 585 in number) which the Republican Party recognize as requiring a tariff duty that will represent a proper differentiation of cost of production with those costs made possible on account of cheaper labor in those countries seeking our markets for their cheaply produced goods to the detriment of our laborers and our people. But in this bill the thought of our committee has been to select only the few agricultural and stock products most seriously affected and their very life threatened if immediate action was not taken and some relief at least afforded. There are none here, perhaps, who will deny that these industries are the basis of all prosperity in this country. If they are crippled, how can our other industries endure? Destroy them or decrease their power to purchase and our factories will close down, our laborers will be out of employment, living costs will mount to even higher than war-time levels, for under present conditions farmers will not produce, and scarcity of their products will increase living costs.

I have been not only surprised but hurt by Republican Members of this House who believe in the principle of protection—or at least they clamor in season and out for the application of this principle to the great manufacturing interests they represent—yet who in the consideration of this emergency tariff legislation, designed to only keep alive these industries, upon which, as I have stated, their very life depends, and which even under the provisions of this bill are sought to be given only a modicum of protection compared to that which they themselves will demand for their industries and which they are even now receiving under the much-condemned (by them) provisions of the Underwood tariff bill. I say I can not fathom, nor can I believe they can give to the people affected a satisfactory reason for their opposition to this life-saving, as it were, emergency tariff measure. In my judgment, this bill comes far short of accomplishing fully the purpose had in mind. The rates provided in many instances are entirely too low to act, as they really should at this time, as a complete embargo. Opposition to placing an actual embargo was such as to make this course impossible by reason of its effect upon our treaty relations with foreign countries, and an expedient resorted to only in time of war. But as the industries affected fully realized their business would be swept away unless such drastic measures were resorted to, they have in many instances importuned us individually and our committee to re-

sort to this heroic measure. The committee, in its judgment, refused to accede to their requests, but have sought in this measure to be just as liberal in duty rates as could receive sufficient support in the committee for its introduction. Personally, I felt that the sheep and cattle industries should receive higher rates of duties than those reported and strongly urged them. The same of corn and wheat, for I felt that with the rate of exchange now obtaining in those countries, from which we ask protection from the dumping of their farm and stock products, the rates here carried will fall far short in its protection to these industries. As a member of the committee, I urged consideration of protection to industries not here included, as sugar, dairy products, and so forth, but having been one of the number of that committee who recognized that if we were to get favorable consideration by the committee and by the Congress—Senate and House—and escape a presidential veto, that this measure must include only those industries most seriously affected, hoping others could survive until the new Republican Congress convenes and a scientific tariff law can be enacted, I refrained from pressing further these additions.

Tariff Legislation to Increase the High Cost of Living.

EXTENSION OF REMARKS

OF

HON. JAMES V. McCLINTIC,

OF OKLAHOMA,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, December 22, 1920.

Mr. McCLINTIC. Mr. Speaker, this bill, imposing temporary duties on certain agricultural products for the purpose of aiding the agricultural class, properly labeled would be "A bill to increase the price of farm products already disposed of by the producer and granting the middleman the right to increase the price to the consumer in proportion to the amount of duty authorized by this act."

Every sane person knows that the larger portion of the crop of cotton, wheat, corn, beans, peanuts, potatoes, onions, rice, and every other agricultural product grown in the United States has already passed out of the hands of the producer. This fact being indisputable, who will get the benefit of a high protective tariff on the articles named in this bill? There is but one answer. The persons who own or control the surplus crops will immediately add to the price the amount of duty authorized by this bill, and this means that the consuming public will be compelled to donate this additional amount to the high cost of living.

Much has been said about the live-stock industry, and various reasons have been offered in explanation for the present conditions. This bill provides for an import duty on cattle, but is as silent as the tomb on the subject of "dressed beef." Every one knows that it is impractical to ship cattle on the hoof from the South American countries; however, millions of pounds of dressed beef come into the United States every month from the big packing plants which are owned and operated by the beef-packing companies of the United States. If this kind of legislation was honestly introduced for the purpose of stimulating production by giving protection against the importation of competing products, why is this gap left open, so that the big packing industries can continue their monopoly? It is true the price of live stock in the United States has reached a low level, but the consumers of beef, mutton, and pork are still paying war prices. And when this legislation becomes a law the packers, through their South American agencies, will be able to import a sufficient amount of dressed beef to take care of the demands of the United States without having any beneficial effect on the cattle industry at home.

On page 2 of the report accompanying this legislation it is shown that there is a surplus of 600,000,000 pounds of wool on hand in the United States. This is now owned by the middleman or the manufacturer. What happens when this bill becomes a law? The amount of import duty authorized in this bill will be added and the consuming public will be compelled to pay this much more for every article manufactured out of the same.

The price of wheat has fallen over 100 per cent. The price of cereals and bread remains at practically the same price paid during the war. Hides have fallen in price until it is not profitable to remove the skin from the dead animal, yet leather and shoes continue to a figure nearly as high as was charged

when the price of raw material was approximately 200 per cent higher.

I predict when this bill becomes a law that the consuming public will have added to the already high cost of living the amount of this so-called protection, and that the speculators instead of the producers will be the only ones to profit by the same. I am interested in helping the agricultural class, but I refuse to vote for this kind of hypocrisy which, instead of helping the farmer, increases the profits of those who have monopolies and raises the cost of living to the consumer.

The Republicans have been in charge of both branches of Congress for over two years. If they really wanted to legislate some relief to the agricultural class why do not they allow a bill to be passed to curb the activities of price manipulators on the stock markets, thereby preventing deflation of prices at the time the products of the soil are in the hands of the producer? I have always noticed that as a rule prices on farm products go down when the same are ready to be marketed, and then when they pass into the hands of the speculator prices go up. Political strategy now and in the past has been to discover some panaceas for the farmer by legislating him some kind of relief carrying a high-sounding name without extending him any direct benefits. I will gladly vote for a bill curbing the activities of the stock manipulator who deals in agricultural products, but I refuse to vote for the kind of a law which will enrich the speculator and manufacturer under the guise of "A farmers' relief bill."

EXTENSION OF REMARKS

OF

HON. BENIGNO C. HERNANDEZ,

OF NEW MEXICO,

IN THE HOUSE OF REPRESENTATIVES,

Monday, December 27, 1920.

Mr. HERNANDEZ. Mr. Speaker, the State of New Mexico, which I have the honor to represent in this House, will be materially benefited by the provisions of the bill now under consideration. The two leading industries in which the people of my State are now engaged are cattle and sheep raising.

The first Europeans that settled in that section of the North American Continent, over three centuries ago, were a pastoral people; so we claim to be the original sheep growers in this country.

The original stock, history tells us, was brought over by the hardy Spanish pioneers from Spain and were originally the Merino sheep.

Under very trying conditions these industries were kept alive during the Spanish and Mexican régimes, and even under the Stars and Stripes from time to time the raids made upon the thinly settled valleys of the Rio Grande and upper Pecos by the Indians made it extremely difficult for the people of New Mexico, Arizona, and southern California to keep these industries alive.

As late as the sixties, during the Civil War, the wool from these sheep in that section of the country was of little value. The animals were raised mostly for their meat. I have been told that it was customary to give to the shearer of the sheep half of the wool for shearing them. Part of it was made into blankets, which were sold to the Indians, and part was taken into Mexico and traded for goods; and in other instances, when no other beneficial use could be found for it, it was used in constructing dams in order to divert the water for agricultural purposes from the river into irrigating canals.

When trade was finally established with the Eastern States by freighting across the plains clear across to Council Bluffs, a point near where Kansas City now stands, and to St. Louis, a market for the wool was found. As far as my recollection goes the higher prices obtained for this wool was paid in 1871 or 1872, when 30 cents a pound was paid for such wool as was produced there, and the people were so enthusiastic over the sudden rise of price of this product that a great deal of wool that had been used in making mattresses was taken to the market and sold.

At that time the number of sheep had steadily increased up to about 25 years ago, when we had close to 3,000,000 head within what was then the Territory of New Mexico. When the influx of new settlers began to make their way into the State large bands of sheep had to give way and the open field range since that time has been curtailed very materially.

At the present time we have in round numbers close to 2,000,000 head of sheep. The reason for the decrease in number of sheep in the last 20 years is—

First. The curtailment of the public range caused by the taking up of the public domain by homesteaders.

Second. By the increase of the cattle industry in certain sections of the State, taking up considerable range that used to be available for the raising of sheep.

Third. The policy of the Forest Service in endeavoring to put into practice new methods of dividing up the range and allowing only a certain number of sheep to each individual has had a tendency also of causing a decrease in the number of sheep.

All this, coupled with the grazing fees that are charged now for grazing permits, has had the same effect.

Whilst prices during the last 10 years for both sheep and cattle have been good, we must take into consideration that this risky business is subject to weather conditions and to try and compare the cost of production between now and what it was 20 years ago is, to say the least, an absurdity. Twenty years ago in New Mexico wages paid to sheep herders averaged \$20 a month. During the last 10 years wages have steadily gone up owing to the demand for this class of laborers from other sections of the country until during the last three years good sheep herders have demanded in the States of Montana, Wyoming, and Utah from \$75 to \$125 per month, and we in New Mexico have been paying on an average of not less than \$50 per month, so that 20 years ago, when in round numbers it used to cost \$1.50 to raise sheep per head it costs now, taking everything into account, not less than \$5 per head, and if weather conditions are extremely severe and the owner of the stock is in a position to save them and can secure the feed it will cost him double that amount to raise sheep.

Both sheep and cattle are subject to a good many diseases, such as blackleg, foot rot, and weed poisoning, and the losses run from 5 to 25 per cent; and during the last four or five years, when the sheep business has been attractive on account of the high prices prevailing, a good many inexperienced men borrowed large sums of money in order to buy a bunch of sheep, and the sudden slump in prices during the last six months has brought a good many of them to the verge of bankruptcy.

The last clip of wool, amounting, in round numbers, to close to 10,000,000 pounds, remains undisposed of and in the hands of either the local merchant or banker, who in turn shipped it to Boston, Chicago, or Philadelphia, where it is still stored away in warehouses waiting for a market.

Therefore you can surmise that the sheep growers are in an extremely distressing financial condition.

To my recollection, only once before have we been confronted with an equally distressing condition, and that was during the dark days of President Cleveland's last administration, when wool was placed on the free list. We did not lose heart then; we held onto our sheep as much as we could; we will do the same thing during this crisis, but, as I say, the cost of production since then has not only doubled, but it is five times as great as it was in those days.

To-day there is an immense amount of wool in the world. The latest statistics show that within continental United States there are stored away close to 90,000,000 pounds, or enough to supply our needs for the next two years.

Can we afford to deny to the people who are making these sacrifices of holding onto their sheep in order to save this very important industry from total destruction by placing a reasonable duty on the same product that is being imported from foreign countries? We can not do it. And, furthermore, we must bear in mind that we can not compete with woolgrowers in New Zealand, Australia, or the Argentine Republic, where labor is cheap, where it costs practically nothing in the way of grazing fees or taxes, and weather conditions are favorable to the sheep and cattle growers.

Whilst no one can successfully deny that we are going through a reconstruction period and all classes of people are more or less disturbed by the slump in prices and the sudden changes, or, in other words, as has been well said, we are suffering from three causes: First, from the importation in large quantities of competitive products; second, a falling off in the purchasing power of the American laborer and the average consumer; and third, but not least, the outrageous greed of the dealers who have been selling the products of the farms and other industries to the consumer.

Of all classes, however, the one that has been hardest hit is the woolgrower; he finds himself without any market at all for his product. He is deeply indebted with either his local banker or merchant, and unless he is extended some kind of relief such as this measure provides for he will be compelled to dispose of his stock at a sacrifice in order to liquidate part of his indebtedness.

I sincerely hope that my colleagues will see this situation in a broad, statesmanlike manner, from a truly American viewpoint, and favor the passage of this bill.

Emergency Tariff Bill.

EXTENSION OF REMARKS

OF

HON. HENRY Z. OSBORNE,
OF CALIFORNIA,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, December 22, 1920.

Mr. OSBORNE. Mr. Speaker, nearly every item in this bill is of importance to some of the people of California, but there are two items that are of very great concern to them. They are paragraph 4, providing for a tariff of 2 cents per pound on beans, and paragraph 9, providing a tariff of 1½ cents per pound on lemons.

My remarks will be directed to these two items.

BEANS.

Beans are raised in nearly all parts of the world. The European production prior to the war was about 100,000,000 bushels annually. Asia produced between 150,000,000 and 200,000,000 bushels per year prior to the war, and since has produced much more. The European production of beans does not materially interfere with American bean growers. The real competition with American beans comes from China, Manchuria, Korea, and Hokkaido, the northern island of Japan.

The bean crop of the United States in 1916 was approximately 10,000,000 bushels; in 1917, 16,000,000 bushels; and in 1918, 17,700,000 bushels. Prior to that time the average production was about 12,000,000 bushels a year. The average value of the bean crop of the United States has been about \$100,000,000 a year.

The importance of the crop to the various parts of the country may be estimated by the fact that the land value of beans raised in Michigan and New York is estimated to be about \$125 per acre. In California the estimate is higher, because the average production per acre is nearly twice that of the eastern crop. The bean lands of the United States as a whole represent more than \$250,000,000. Additional investments in warehouses, elevators, cleaning and packing equipment adds very largely to the monetary value of the bean industry.

California raises between 45 and 50 per cent of all the beans produced in the United States. In that State it is the third most important agricultural industry, exceeded only by the citrus industry and the dairy industry. The crop is worth from \$40,000,000 to \$50,000,000 a year in ordinary times. Due to the Asiatic competition, the acreage in California has been rapidly decreasing. In 1918, 590,000 acres were devoted to bean growing. In 1919 this was reduced to 410,000 acres. In 1918 the production was 5,000,000 bags, and in 1919 it was reduced to 3,000,000 bags. There are 6,000 growers of beans in the State, which means that 25,000 people are directly involved in the industry.

During the summer of 1920 I passed through Korea and Manchuria, in which countries or Provinces are raised the particular beans which come into competition with those raised in the United States. I will say that in Manchuria the soil is very prolific and appears to be specially adapted to the growing of beans. At nearly every station along the railway there were immense warehouses of beans or immense piles of beans under cover of canvas awaiting shipment, doubtless to this country. When I say that some of these piles of beans were nearly as large as the hall of the House of Representatives it is no exaggeration. It looked like there were enough beans to feed the world. On returning home I advised bean growers in California to discontinue planting beans until they should be protected by a tariff sufficiently large to meet the difference between the pay of farm laborers in Manchuria of from 12 to 20 cents per day and the amount which the California farmers had to pay for their own labor. It will be impossible for them to raise beans successfully under such a great disadvantage.

The tariff fixed in this bill of 2 cents per pound which is the same as that contained in the bill which I had the honor to introduce (H. R. 7737), and which was passed by the House, is not sufficient, but it will probably help. At present, the bean farmers of California, as well as those of Michigan, New York, and Texas, have large quantities still on hand in warehouses. Some of them have most of two years' crops, and the financial situation in those sections depending largely upon beans is very serious.

LEMONS.

The growers of lemons in California and Florida, and in some other States, are in a very serious condition owing to the fall of prices below the cost of production. This has had the effect

of compelling the growers of lemons to fail to gather their crop, and it is now hanging upon the trees to a large extent.

This serious condition is brought about by the overwhelming importation of lemons from Italy, which amounted during the fiscal year ending June 30, 1920, to 1,532,720 boxes of Italian lemons as against 698,812 boxes in the preceding fiscal year, or an increase of 120 per cent. The importation has been at a far greater ratio since the 1st of July, 1920. This importation has been facilitated by the depreciation in Italian exchange of 75 or 80 per cent, whereby the proceeds from sale of Italian lemons in the United States, when converted into Italian money, equals four or five times as much of the latter as it did before the war.

The result has been that American lemons, particularly those of California, have been bringing in the eastern markets of the country a less price than the cost of production, harvesting, packing, and selling. In other words, the returns have been actually about 40 cents less per box than the out-of-pocket expense, not taking into consideration any return from the cost of production. Under these conditions the growers can not afford to pick the fruit, and large quantities have been left in the orchards because growers would have to borrow the money, to pick and could not be assured a return to cover the picking cost. Lemon producers frequently, and in fact usually, confine themselves to the production of lemons, and so this condition produces a particularly severe hardship, and is one of great emergency, which fact I desire to impress upon the attention of the committee. This condition threatens the lemon farmers and community with general bankruptcy.

I urged the Committee on Ways and Means to place in this emergency bill a rate of duty of 2½ cents, or certainly not less than 2 cents. The committee has seen fit to reduce the amount suggested by me to 1½ cents. I do not think it is sufficient, but I have great hope that it will ameliorate the condition to some extent.

Emergency Tariff Bill.

EXTENSION OF REMARKS

OF

HON. CARL HAYDEN.

OF ARIZONA,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, December 22, 1920.

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H. R. 15275) imposing temporary duties upon certain agricultural products to meet present emergencies, to provide revenue, and for other purposes.

Mr. HAYDEN. Mr. Chairman, I shall vote for this bill because of a sincere desire to do anything and everything possible in the present emergency for the immediate relief of the cotton growers and stockmen of Arizona. At this moment there is absolutely no market for long-staple Pima cotton, which sold last year at an average price of 93 cents a pound. It is needless to say that the condition of those who produced this cotton is desperate. The sheep raisers have likewise suffered acutely, on account of the slump in the values of both wool and mutton. How can the flockmasters avoid bankruptcy so long as the price of fine territory wool in Boston is but 22 cents a pound, and 6 cents must be deducted from that sum for freight and the expense of selling? This same class of wool sold for 63 cents last January—was produced on that high basis, so the loss is enormous. The almost perpendicular drop in prices has affected the cattle-growing industry in the same manner until to-day nothing near the cost of production can be obtained when live stock is sold. Under such unusual and extraordinary circumstances when the entire business fabric of my State is strained to the breaking point I feel fully justified in supporting this measure even though I am convinced that in its present form it is a mere makeshift and will accomplish but little in the way of even the temporary amelioration of a most distressing financial situation.

The duty imposed on wheat in this bill is a farce. How can a tariff of even a prohibitory character affect the price of an article of which we export millions of pounds each year? The Committee on Ways and Means might with equal logic have proposed a high import rate on copper, the price of which is fixed entirely according to the foreign demand, because more than half of the red metal produced in America is sold abroad. The tariff on corn is equally futile. There are single counties in the United States which grow more corn than all our imports.

The duty of 20 cents per gallon on oils from cotton seed, coconut, and soya bean may be helpful, but I am advised that there are a number of other oils still on the free list which can be interchanged for cottonseed oil in its uses. With the large quantity of oils of all kinds now on hand in the United States, it is doubtful if any real relief will be afforded to the American producers during the next 10 months, which is the life of this bill.

The duty on wool is even higher than the rates provided in schedule K of the Payne-Aldrich bill, and if there is any efficacy in an exceedingly high tariff, should advance the price of wool in normal times. What puzzles me is how this legislation of its own force can be of any benefit during the next 10 months, when it is admitted that there is now on hand in the United States 600,000,000 pounds of wool in addition to the spring clip of 270,000,000 pounds, which will start coming into the market next February. The normal American consumption of wool is approximately 500,000,000 pounds, so almost a two years' supply is available. This vast quantity of wool has been accumulated because there was no demand in Europe and the rate of exchange made it profitable to dump it into the market of the United States.

What I have said about wool applies with equal force to the duty of 2½ cents per pound on fresh mutton and lamb. The Bureau of Markets states that there is now over 48,000,000 pounds of mutton in cold storage in this country, four times as much as a year ago, with 600,000 more carcasses of Australian sheep on the water en route here. Until this mutton is consumed, together with the ordinary supply of American origin, is it reasonable to suppose that the mere enactment of this bill will materially increase prices?

I do not see how the American meat packers can possibly lose anything by the passage of this bill. Whatever quantity of frozen mutton and lamb they now have on hand is here in advance of the proposed tariff and the way remains open for fresh beef to continue to come from the great packing plants which they control in the Argentine. The duty of 30 per cent ad valorem on live cattle will be of no benefit to the stockmen of the Southwest. Our total importations of cattle from Mexico during the last fiscal year was 82,700 head, and no one will say that so small a number could appreciably affect the price of the 60,000,000 cattle now in the United States. The only way that our stock raisers could be helped is by cutting off the supply of fresh beef, of which 42,436,333 pounds was imported last year. Apparently the influence of the packers was strong enough with those in control of this Congress to keep fresh beef and all meat products on the free list, so that this bill promises no relief to American cattle raisers. Its only effect will be to cause serious losses to American buyers who have contracted for Mexican cattle to restock their ranges, and to goad the Mexicans into retaliatory measures at a time when their commercial relations with the United States are beginning to attain a friendly and mutually profitable basis.

I have discussed the proposed tariff on long-staple cotton and have shown its futility. In my judgment, the quickest way to create a market for long-staple cotton is to move out of this country the surplus of short-staple cotton, which is dragging the market. That is why I cheerfully voted to rehabilitate the War Finance Corporation, which I trust will be the means of establishing credits in this country for European manufacturers who greatly need our cotton, but can not purchase it with depreciated paper money. Either half of the cotton grown in the United States must be sold abroad or the acreage planted to that crop must be cut in two. By no other means can cotton growing be placed on a sound and profitable basis.

Notwithstanding all these objections, and even though it will probably never become a law, I shall vote for this bill. Large numbers of the people whom I have the honor to represent are at the present moment in such a woeful financial condition that my sympathy for them will permit me to adopt no other course. The United States is now a creditor nation, and no nation so situated will find it advantageous to long maintain a high tariff wall, which serves to keep out the commodities sent from abroad to pay debts that are due. A temporary embargo or a tariff equivalent to that can be justified as an emergency relief measure, but no permanent cure for our economic ills can be found by adopting protection as a fixed general policy. In casting this vote I want it distinctly understood that I am not bound thereby to support any of the high-tariff bills which will be presented to this House in the next Congress. I hope and believe that the market prices of live stock and farm products are now dragging the bottom. There are millions of people to be fed and clothed who can not much longer delay making their purchases. When the upward swing comes we can legislate with better judgment for the future welfare of the richest and the greatest country in the world.

Emergency Tariff Bill.

EXTENSION OF REMARKS

OF

HON. JOSEPH J. MANSFIELD,

OF TEXAS,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, December 22, 1920.

Mr. MANSFIELD. Mr. Speaker, I am giving my support to this bill with the hope that it will in some degree contribute to the relief of the farmers of this country, who under the great economic changes taking place as a result of the war are made to bear more than their rightful share of the burdens incident thereto. The bill is intended as a temporary measure to meet the unusual conditions brought about by the war. In the return to the normal from the period of inflation and high prices the first stroke of the ax has fallen upon the neck of the farmer. His crops were produced under the high costs of the inflated period, and about the time they were ready for the market there was started a downward trend in prices which has developed into a mighty avalanche.

At no period in the world's history have crops ever before been produced at so high a cost to the farmer as those of the past year, and many of the farm products will not now sell in the market for an amount sufficient to pay the cost of gathering, to say nothing of the great cost of producing. The manufacturer is in a position to protect himself from the falling prices by closing his mills and discharging his workmen. The farmer could not do this. With him a cessation of operations at any season means utter ruin. Maturing crops, like the tides, do not wait.

The bill is a mixture of good and evil, and I am unfortunately placed in the attitude of being required to vote for a great deal that is objectionable in order to vote for that which I deem to be necessary under existing conditions. If the passage of this measure will have a tendency to save the farming interests of this country from financial ruin or serious injury on account of an extraordinary condition produced by the Great War from which we are emerging, then, with all its faults, I can as consistently support it as I did many other war measures.

From either the Republican or Democratic standpoint, a tax ought to be levied upon vegetable oils, yet neither party has ever heretofore done so. Great quantities of these oils are now being brought in from oriental countries, free of duty, and permitted to compete with our home products of peanuts and cotton seed. By levying the tax provided in this bill the Government will get the revenue and the home producer will get the benefit of the incidental protection afforded. The Republicans may call it "protection," the Democrats a "tariff for revenue," but regardless of the name the infant goes under the result will be the same.

Still, Mr. Speaker, as long as this country continues to hold the Philippines we can secure only partial results by levying a tax upon vegetable oils, for the reason that so large a proportion of those oils come from the Philippines, and upon which no duty can be levied. The importations of coconut oil far exceed those of any other vegetable oils, and of the 281,063,213 pounds brought in last year, 201,310,896 pounds came from the Philippines, upon which no tax could be levied. Consequently it is plain to be seen that full results of an import duty upon vegetable oils can not be obtained until we first free the Philippines, a thing we ought to do in morals, aside from any consideration of the tariff.

Both political parties have heretofore levied a tariff upon rice. This bill provides but a slight increase in the present rates. I believe that from a revenue standpoint it ought to be placed even higher than is here provided. But so far as the benefits to the home producer are concerned, I doubt seriously if his product will be materially enhanced on account of an increased tariff levy. What the rice farmer stands most in need of at this time is a better foreign market. The American people are but small consumers of rice, although it is one of our best and most wholesome articles of food. The home producer must seek a market abroad for his surplus. Cuba and Porto Rico have heretofore been our best markets, but now those islands are supplied from India with a cheap grade of rice left in the hands of the food administrator of that country at the close of the World War, and we can not hope to have those markets opened to us in the immediate future.

The levy of 20 per cent ad valorem upon cattle appears enticing at first blush, but the intelligent stockman will readily see that it but merely scratches the surface of the real question.

This tariff will produce but a limited amount of revenue and at the same time afford but slight protection to the cattle industry. Therefore there is very little to this feature of the bill from either the Democratic or Republican standpoint. The importations of cattle into this country, while never great, are decidedly upon the downward trend. The first eight months of this year shows a decrease of more than 90,000 head from the same period of last year, the exact number for this year being 179,080 head, while for the same period of 1919, 269,436 head were imported. Canada and Mexico are the only countries from which cattle can be profitably shipped in upon the hoof, and neither of those countries have sufficient numbers on hand to cause us any serious alarm, there being perhaps less than 9,000,000 head in both of those countries.

In order to reach the heart of the question it is necessary to levy a tariff upon dressed or frozen beef and upon hides. The packers imported from South America during the first 10 months of this year 174,426,999 pounds of frozen beef, bringing it in free of duty and selling it to the consumers of this country at the most exorbitant prices perhaps ever known in the history of the world. During the same period of time there were imported 468,352,974 pounds of hides, which also came in free of any duty whatever, thus giving the great packing industry the benefit of free hides in competition with the cattle raisers of the United States, while the prices of the leather made from those hides have soared to giddy heights, as all wearers of shoes can verify. Yet both Democrats and Republicans have kept hides upon the free list.

If a reasonable tariff had been levied upon hides the Government would have received considerable revenue, the domestic cattle raisers would have had the benefit of the incidental protection afforded, and at the same time the price of leather to the consumer would not, in my judgment, have been higher than it has been. As a matter of fact, those who have a monopoly, as the packers have in the production of beef and leather, do not fix their prices in accordance with the cost, but they invariably place it at the highest figures the commodity will bear.

It is unfortunate that under the peculiar parliamentary situation the bill can not be amended to include hides and dressed beef. Under the rules of the House new articles can not be brought in over the objection of any Member. I introduced an amendment to provide a levy upon frozen beef, which the gentleman from Ohio [Mr. LONGWORTH] objected to, and, of course, the point of order was sustained. A similar objection was made to another amendment providing a duty upon hides. I hope that the bill can be so amended in the Senate, where a different parliamentary rule will prevail.

From the duty of 25 cents per bushel upon potatoes and 3 cents per pound upon peanuts the Government will derive considerable revenue, and the home producers, it is hoped, will be saved from great financial loss. Notwithstanding the bill has several very grave defects, yet some of them may be corrected before it becomes a law, and this done it should be productive of good results.

The question of the tariff has been a dividing line between the two great political parties for many years, the Republican Party favoring a tariff for protection as well as for revenue, and the Democratic Party favoring a tariff for revenue only. There are serious objections to each of these propositions, but the latter is unquestionably the lesser of the two evils.

And inasmuch as a considerable portion of our revenue must of necessity be derived from tariff levies, those levies should be made in such manner as to cause the least possible burden upon the producers. Heretofore it has been the policy of the Government to levy those tariffs principally upon articles of manufacture, and as a result our country has become industrially top-heavy. Those favored articles of manufacture have sold in the markets at enormous prices which the farmer has been compelled to pay or else be deprived of them altogether. As a consequence our people are rapidly moving away from the farms and engaging in industrial pursuits around the great cities.

The suggestion has been made that the better plan for aiding the farmer would be to remove the tariff from some of the things the farmer now has to buy, instead of adding additional tariff burdens, which, while affording a degree of incidental protection to the farmer, must in the end be borne by him in common with others. I fully agree with those who advance this argument, and would be glad of an opportunity to assist in bringing such legislation about. But what is the use to suggest the impossible? It should be reasonably certain to any person of intelligence that there is no possible chance of securing relief at this time in that way.

The lawmaking power of the Government is in the hands of a party committed to the doctrine of high protective duties, and we had just as well try to turn time backward or force water to run upstream as to now attempt to secure a reduction in

tariffs through that party. The leaders of that party take the view that its tariff policies have been overwhelmingly indorsed by the people in the late election, and my Democratic friends who are making the suggestion of a revision of tariff duties downward will have to wait only a few months to find out that they will be revised upward to points heretofore unattained and perhaps undreamed of by the hitherto most pronounced apostles of protection.

It is no argument against this bill to suggest that something else would be better when it is well known that the plan suggested is impossible of being carried out. If there was a reasonable probability of securing lower duties upon those things which the farmer has to buy, I, for one, would gladly accept it, but knowing it to be impossible of attainment I deem it to be my duty to adopt the next best course, and the only course that can possibly be carried through.

What this country now stands most in need of is a readjustment of the burdens of taxation along lines so that the man who works 12 hours a day under a scorching sun in producing the necessities of life may not be required to bear more than his just proportion of the burdens of government and at the same time receive his just proportion of its benefits.

EXTENSION OF REMARKS

OF

HON. JOHN T. WATKINS,

OF LOUISIANA,

IN THE HOUSE OF REPRESENTATIVES,

Thursday, December 30, 1920.

Mr. WATKINS. Mr. Speaker, under leave granted me by the House to extend my remarks in the Record on the subject of revision and codification of our Federal Statutes, I shall present a brief statement outlining the scope of the work of the Committee on Revision of the Laws, and the activities of that committee during my 16 years as a Member of this House and as a member of the committee, and for several years its chairman.

If my recollection serves me correctly, the Committee on Revision of the Laws was first created in 1868 under the provisions of a resolution offered by Representative Washburne, of Illinois.

Under the rules of the House of Representatives the Committee on Revision of the Laws has been given jurisdiction over subjects relating to the revision and codification of the statutes of the United States, and from time to time the committee has exercised a general jurisdiction over bills revising the laws, including a bill in 1900 providing a civil code for Alaska and a bill providing for the revision and codification of the general and permanent laws of the United States. These bills were not adopted by Congress, but in 1901 the committee offered its bill providing a civil code for the Territory of Alaska which was written on the statute books. In 1894 and 1896 a bill was presented on the codification of the pension laws, and in the same year a bill on the revision and codification of the laws of the United States.

Since the creation of the Committee on Revision of the Laws in 1868 it has appeared extremely difficult for the Members of the House and Senate to grasp the magnitude of the work exacted of that committee, as well as for the Members of both Houses to realize the utter impossibility of successfully piloting these various codifications and revisions through both Houses without proceeding under suspension of the rules. In 1897 Congress created a commission to codify and revise the penal laws of the United States, and in succeeding years enlarged the commission's jurisdiction until it finally covered all of our general and permanent laws. This commission worked hand in hand with the Committee on Revision of the Laws of the House, and in 1906 made its final report to Congress in two volumes, which report was not accepted by Congress on account of the fact that entirely too many important changes had been made and it was thought unsafe to accept this work in that form to supersede our statutes as they appeared separately written in the various volumes of the Statutes at Large. This commission was in existence when I became a Member of this House in 1905.

In December, 1905, I was assigned to the Committee on Revision of the Laws. The committee at that time was in the midst of the work presented to it by the commission and the following year was devoted to studying the various important changes recommended by the commission. When the commission went out of existence in 1906 a joint resolution was offered,

and was adopted by Congress, creating a Joint Committee on Revision of the Laws. This joint committee working in conjunction with the regular House Committee on Revision of the Laws prepared the Criminal Code, which was adopted by Congress in 1909. The following two years were devoted to the preparation of the Judicial Code, which was enacted into law March 4, 1911, and became effective January 1, 1912.

This takes me up to the time I became chairman of the committee. The first act of the committee while I was chairman was to take up that part of the judiciary title not embraced in the Judiciary Code for the purpose of codifying, revising, and annotating what the committee termed the Judicial Code, part 2. This was presented to the House in 1914, and after consideration for several consecutive Calendar Wednesdays it was unanimously passed by the House of Representatives and sent to the Committee on the Judiciary of the Senate. That committee of the Senate, I understand, devoted much time and work to the proposed code and changed its name to that of the Practice Code; but never formally reported it to that body. It consequently died with that Congress by constitutional limitation and was not revived until the bill embodying it was offered by the present chairman of the committee, Col. LITTLE, of Kansas, and adopted by this House.

In 1915 and 1916 the committee had been provided with a reviser of the United States Statutes, and we selected as our subject the codification and revision of all laws relating to interstate and foreign commerce and combinations in restraint of trade. This we presented to the House of Representatives in code form in 1916, and when called on the calendar consideration of it was denied on account of its volume, fearing that it would again take the time of this House, as did the proposed Judicial Code, part 2; and while the codification and revision has been invaluable to the Members of the House and Senate, to the lawyers throughout the country, and to those interested in the laws governing interstate and foreign commerce and combinations in restraint of trade, it was never adopted by Congress. I felt, however, personally that our time and money had been well spent when I received from all sections of the United States voluntary commendation of the work accomplished by the committee over which I had the honor to preside. I also felt proud of the fact that we had prepared and presented to Congress two codes, each of which contained by far more law and intricate work than any other title of our Revised Statutes.

In 1916 and 1917 the committee prepared and presented the Annotated Edition of our Bankruptcy Laws, the Revised Criminal Code, which is now in use, and the Indian Code, and from 1917 to March, 1919, the committee was at work supervising the codification and revision of what was to be called the commerce, navigation, and merchant seaman code.

It has always been my idea, Mr. Speaker, that a new set of Revised Statutes was absolutely essential not only to the Nation but especially to the Members of the House and Senate. I dare say that no Member of this body or of the great body at the other end of the Capitol can intelligently refer to our statutes without first consulting numerous volumes of the Statutes at Large and first satisfying himself as to whether these laws are extant or extinct. I dare say, too, that Members of the House and Senate have been occasioned more real hard work and experienced greater difficulty in their various congressional tasks on account of the fact that we have never had a codification or revision of our statutes since the early seventies, and while it is true that the Supplements to the Revised Statutes of 1891 and 1901, respectively, are of much value, still these two volumes are far from being dependable. I believe that the two Houses of Congress have at last been brought to realize the importance of a new set of Revised Statutes to supersede all of our general and permanent laws, and while some of the hardest and most difficult work of my career has been spent in this work, I cherish the fact that it now appears that our goal has been accomplished before I retire from this body next March.

I do not want to close these remarks without expressing my deep appreciation of the kindness shown me by the Members of the Committee on Revision of the Laws, with whom I have worked during all of these years. They have come and gone. Some have been retired from Congress, as I have been, and are now actively engaged in that great profession—the practice of the law. Some have crossed into the great beyond, and while we individually may not be given much credit for what has been achieved and will be achieved in the direction of law revision, still I shall point with pride to that small part I had the honor to take, with the hearty cooperation of those who worked with me in what I consider as great a work as could possibly be done by an individual Member of either body of Congress or by any committee.

In conclusion I want to pay my respects to the present chairman of the committee, Col. LITTLE, and to congratulate him and my colleagues on the committee over the successful termination of the committee's work, which has resulted in compiling the Revised Statutes of the United States.

EXTENSION OF REMARKS

OF

HON. WHITMELL P. MARTIN.

OF LOUISIANA,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, December 22, 1920.

On the bill (H. R. 15275) imposing temporary duties upon certain agricultural products to meet present emergencies, to provide revenue, and for other purposes.

Mr. MARTIN. Mr. Speaker, I shall support and vote for this bill because it is correct in principle and is intended to relieve the present depressed condition of agricultural products, which has no parallel within the history of this country.

I feel, however, that I must vigorously protest against the unfair and unjust discrimination made against one of the great industries of this country. For reasons which were neither sound nor reasonable the Ways and Means Committee declined to include sugar among the other agricultural items which were entitled to consideration in the present emergency.

It was conceded that the sugar industry was face to face with a situation equally as appalling and distressing as wheat, corn, wool, and other staple products; but we were met with the argument that to include sugar would mean the defeat of the bill and would thus preclude the relief of any of the other agricultural products.

It was most effectively contended that the high price of sugar, due to various investigations, speculating, and hoarding during the early months of 1920 had resulted in making it an issue in the recent presidential campaign, and that to include it in the present bill would be followed by such a bitter partisan debate that the success of the bill would be imperiled.

To this contention I could not agree, because if the sugar industry, like that of wheat and wool, was in desperate straits by reason of market conditions, then in all fairness it should have been given the same consideration as other industries and be included in this bill.

This is an emergency measure and is not being supported nor will it be passed along partisan lines. Republicans and Democrats alike, whose constituencies are vitally interested in the passage of this measure, have rallied to its support, and had the Ways and Means Committee included sugar in this bill I am sure that I would have had no trouble in convincing this Congress and the country that it is entitled to as much if not more consideration and protection at this time than any other agricultural product in this country.

Under the rules of the House I am precluded from offering an amendment from the floor which would place sugar among the other agricultural products sought to be protected; but, as this bill must go to the other end of the Capitol, where it can be amended either in committee or upon the floor, I shall ask the indulgence of the House, with the hope that my remarks may be of some assistance toward securing for the sugar industry a fair hearing and equitable consideration, to the end that it may be finally saved and protected by being included in the protective features of this bill.

PRESENT CONDITIONS IN THE SUGAR INDUSTRY.

Mr. Speaker, the sugar farmers and producers of Louisiana are face to face with the greatest financial disaster in their history. They have produced a crop at a cost of from 10 to 12 cents a pound, and are faced with prices ranging from 6 to 7½ cents per pound, with the market declining daily. Worse than this, there is no market for their product, and as a result sugar is being stored pending a time when there will be a market, and in the meanwhile storage charges and insurance are day by day bringing our farmers nearer to the verge of bankruptcy and ruin.

The sugar manufacturer, who purchases the cane from the small farmer on a sliding scale proportionate to the price of sugar, is unable to pay the small farmer for his product. The cane grower must either accept just a sufficient amount to pay for the actual cost of harvesting his crop and wait for the balance, or he must accept sugar in payment for his cane, and this sugar he is unable to dispose of.

I have in my possession affidavits made by cane growers and sugar producers from all sections of the sugar-growing district of Louisiana, and I shall include a few of these in my remarks in substantiation of the facts just recited:

STATE OF LOUISIANA,
Parish of St. Mary:

Before me, the undersigned authority, personally came and appeared Emile Robichaux, of lawful age, a resident of the Parish of St. Mary, State of Louisiana, who, being first duly sworn, deposes and says:

That affiant is a member of the planting partnership composed of Ernest and Emile Robichaux, who during the year 1920 cultivated 150 acres of land in the Parish of St. Mary in sugar cane, and with the exception of what corn was raised thereon for feed for the work stock. That this farming partnership obtained, as a result of its 1920 operations, 592 tons of cane, outside of the corn which was raised and used to feed the work stock on this farm, at the cost of \$13.01 per ton, amounting to the sum of

\$7,701.92

At the price fixed for prime Y. C. sugar, 6 cents, this cane will be paid for at \$1 per ton for each cent, or \$6 per ton, which will make the total price brought by this crop

3,558.00

The result will be a net loss on the year's operation of

4,143.92

Affiant states that the above facts show that the present price paid for cane per ton, based on the present selling price of sugar, will cause him to sell his crop for less than one-half of the cost of its production.

Affiant further deposes and says that this is not an isolated case, but is typical of the results of this year's operation by the small cane growers in his section.

EMILE ROBICHAUX.

Sworn to and subscribed before me on this 22d day of December, 1920.

P. KRAMER, Notary Public.

FRANKLIN, La.

I, John M. Caffery, a resident of the Parish of St. Mary, La., do hereby certify that I am the manager of the Columbia Sugar Co., a Louisiana corporation engaged in the business of raising sugar cane and manufacturing the same into sugar.

That this company cultivates 3,000 acres of land in sugar cane; that the present harvest season is nearly closed and the costs of production are known.

That according to the records of the Columbia Sugar Co., the cost of producing plantation granulated sugar is 12 cents per pound.

That on the market of to-day plantation granulated sugar is quoted at 7.46 cents per pound, which means a net loss to the Columbia Sugar Co. of 4.54 cents per pound on all of the sugar which it has produced from the crop of 1920.

That the Columbia Sugar Co. makes advances to a number of tenants who are engaged in raising cane, and the accounts of these men, who are experienced cane farmers, show that the cost of producing a ton of cane of the present season is \$14, that according to the prices of to-day's market, this cane, which these farmers have raised, will bring them \$6 per ton. Therefore, these cane growers will lose 57 per cent of the money which they expended to raise their cane crop.

JOHN M. CAFFERY.

Manager, the Columbia Sugar Co.

Sworn to and subscribed before the undersigned notary in the presence of A. W. Guillet and E. J. Badeaux, competent witnesses, this 18th day of December, A. D. 1920.

ROBERT E. BRUMBY,

Notary Public, St. Mary Parish, La.

Witnesses:

A. W. GUILLET,
E. J. BADEAUX.

STATE OF LOUISIANA,
Parish of St. Mary:

Before me, the undersigned authority, personally came and appeared William F. Senette, of lawful age, a resident of said Parish of St. Mary, La., who, being first duly sworn, deposes and says:

That affiant is a member of the planting partnership of Senette & Hebert, who had under cultivation 220 acres of land in said parish during the year 1920 in sugar cane and on a part of which corn was planted and raised as feed for the work stock used in the operation of the farm.

That the result of the year's operation, outside of the corn produced and used to feed the stock, was approximately 1,055 tons of sugar cane, which were produced at a cost of \$11.70 a ton, amounting to

\$12,243.50

At the price fixed for prime Y. C. sugar, 6 cents, this cane will be paid for at \$1 per ton for each cent, or \$6 per ton, which will make the total price brought by this crop

6,333.00

The result will be a net loss on the year's operation of

5,913.50

Affiant states that the above facts show that the present price paid for cane per ton, based on the present selling price of sugar, will cause him to sell his crop for about one-half of the cost of its production.

Affiant further deposes and says that this is not an isolated case, but is typical of the results of this year's operation by the small cane growers in his section.

W. F. SENETTE.

Sworn to and subscribed before me on this 22d day of December, 1920.

P. KRAMER, Notary Public.

STATE OF LOUISIANA,
Parish of St. Mary:

Before me, the undersigned authority, personally came and appeared William Schwan, to me well known, who, being duly sworn according to law, deposed and said:

That he is the manager of Germania plantation, located in St. Mary Parish, La., comprising 550 acres of land, providing homes for about 50 people, and employing labor drawing pay rolls amounting to about \$12,000 per annum.

That during the year of 1920, now closing, the crop of sugar cane raised on this plantation was below the average, and the cost of production of the cane was \$10.27 per ton.

That the market value of this cane on to-day's market is about \$6 per ton, and \$10.27 per ton below the cost of production, showing a total loss on operations of \$6,891.17 for the year, and this exclusive of interest, taxes, insurance, and depreciation.

WM. SCHWAN.

Sworn to and subscribed before me this 22d day of December at Centerville, La.

ISAAC S. WOOSTER,
Notary Public.

It will be noted from these affidavits which are among the most conservative in my possession that the cost of producing a ton of cane in Louisiana is from \$11 to \$17 per ton and yet the market price for this cane is approximately \$6 per ton.

The cost of production this year has, of course, been abnormal, due to the tremendous advance in price of everything that goes into the growing of cane and the manufacture of sugar. Fuel oil, which before the war sold for 75 cents per barrel, cost the manufacturer \$4.25 this year. Mules advanced from \$200 to \$425; labor from \$1 to \$2.50 per day, and other items in proportion.

In other words, the sugar crop in Louisiana was raised and harvested on a basis of 25 cents for sugar and is being sold and disposed of on a basis of 7½ cents for plantation granulated sugar.

The suffering and disaster due to the depressed and broken sugar market is not, however, confined to Louisiana. I am informed that the beet-sugar manufacturers of the West are on the verge of ruin. They contracted for beets at \$12 per ton and are now selling their product at 7½ cents per pound. While this situation does not so much affect the beet grower, it does seriously affect the beet-sugar manufacturer, and this industry should join with us in insisting that sugar be included in any emergency tariff legislation that may be enacted at this session of Congress.

The production of sugar cane for making sugar and sirup is by no means confined to the State of Louisiana. Louisiana does produce the major portion of the sugar from cane grown and produced in the United States, and whatever affects the cane grower and sugar producer in Louisiana is reflected in the other States producing sugar and sirup. The acreage in the several States growing sugar cane in 1920 is shown by the Bureau of Crop Estimates of the Department of Agriculture to be as follows:

	Acres.
South Carolina	8,200
Georgia	73,000
Florida	29,000
Alabama	72,600
Mississippi	33,100
Louisiana	299,100
Texas	15,400
Arkansas	3,100
Total	533,500

Thus, you will see that of the cane planted in the United States for the production of sugar and sirup, Louisiana's acreage is but 56 per cent of the total, and being distributed as it is through eight of the Southern States, whatever affects one section will, of course, affect the whole.

The prevailing rates of exchange have been one of the chief causes for making the United States the dumping ground for foreign sugars, but there is another cause, which should strongly influence Congress not only to place sugar in this emergency tariff but to permanently and materially increase the duty upon sugar.

Since the inception of the war other countries have increased the customs tariff upon sugar for the purpose of raising revenue, while the duty in this country has been the same since it was reduced in the tariff act of 1913.

In the United Kingdom the duty on refined sugar is 5.58 cents per pound; in France, 3.50 cents per pound; in Canada, 2.06 cents per pound; in Japan, 1.75 cents per pound; in Spain, 3.07 cents per pound; while in the United States the duty is 1.258 cents per pound on raw sugars, with a differential in favor of Cuba of 20 per cent, thus making the duty on Cuban sugar just a fraction of 1 cent per pound.

This situation must be remedied at once, otherwise the domestic industry, both beet and cane, will be overwhelmed by the importations of foreign sugars, particularly from Cuba.

It may not be out of place to remind the House that the sugar industry patriotically responded to every call made upon it during the late World War. The price of sugar was fixed and determined by the Food Administration, and the sugar producers voluntarily agreed to abide by the price so fixed, which only left a fair margin of profit.

And let it be remembered that when the Food Administration gave up the control of sugar, and the price of this article reached from 25 to 30 cents per pound, the producers of sugar

in this country had at that time disposed of their output, and that this outrageous profiteering in sugar was done by the manipulators and speculators and not by the producers who toiled for 12 months of the year to produce an article of food vitally necessary to the health and safety of the Nation.

The sugar producers of this country are not appealing for profits. They appreciate the fact that a serious and heavy loss is inevitable, but they do feel that something should be done by this Congress to save their properties and their industry, and that to discriminate against them, as has been done in this measure, is not the spirit of fair play, which, regardless of parties, should influence the Congress in the consideration of this emergency measure.

RICE.

As a member of the Ways and Means Committee, it was my privilege to assist in having many southern-grown agricultural products included in this bill.

The rice farmers of this country, like other producers of farm products, have had a most disastrous season, and their product is not only selling much below the cost of production, but, like sugar, there is but little demand for their product.

And yet in the face of this situation enormous quantities of rice are being imported annually from the Orient—where labor may be had at from 10 to 20 cents per day—and sold in direct competition with the American-grown product.

Immediately after the passage of the Underwood tariff bill in 1913, which reduced the duty on clean rice from 2 to 1 cent per pound, the imports of rice into this country increased fourfold, and for the year 1914 amounted to 73,744,997 pounds of cleaned rice and 52,677,863 pounds of uncleaned rice. Imports of rice declined during the period of the war, but now that the ocean highways are a safe method of transportation the flow of oriental rice into this country is again on the increase.

There is but one way to meet this situation, as our farmers can not compete with the same product grown by foreign cheap labor, and that is by the imposition of adequate tariff duties.

After consultation with Congressmen LAZARO, of Louisiana, and CURRY, of California, both of whom also represent large rice-growing districts, we concluded to ask for a duty of 3 cents a pound; but finding that the Ways and Means Committee was not disposed to adopt such a high duty without a hearing, we concluded to recommend the duty carried in the Payne-Aldrich tariff, and at my request this schedule was adopted.

When the permanent tariff bill is up for consideration, it is the purpose of this industry to ask for a further increase of duty, so that the domestic industry will be in a position to compete with the foreign-grown product.

The duty carried in the Payne-Aldrich bill is 2 cents a pound as against 1 cent in the existing law, thus giving the rice producers an increased duty of 100 per cent, or \$1 on every 100 pounds.

In response to the demand of this Government to produce food the rice farmers of this country have produced the largest crop in its history.

In 1917 the production in Louisiana was 15,500,000 bushels; in 1918, 16,704,000 bushels; in 1919, 19,712,000 bushels; and in 1920, 25,200,000 bushels.

While the production of 1920 exceeded that of 1919 by approximately 5,500,000 bushels, yet—according to the Bureau of Crop Estimates—the net proceeds of the crop of 1920 will be but a little more than one-half of that received in 1919.

In 1919 the rice farmer received on an average \$2.71 per bushel, while in 1920 he is receiving but \$1.10 per bushel, or only 40 per cent of the price received in 1919.

In 1919 the Louisiana rice farmers received \$53,420,000 for their output of 19,712,000 bushels, while in 1920 they will only receive \$27,720,000 for 25,200,000 bushels.

These figures give emphasis to the fact that the rice farmer is at the present time in dire need and distress and that his salvation lies in granting him protection from the cheap product of other countries.

ORIENTAL OILS.

I took great pleasure in voting to put a tariff of 20 cents a gallon on oriental oils, products from the soya bean, coconut, and cotton seed. These oils are now upon the free list and as a result large quantities have been imported and the cotton seed of the South is selling at a figure below the cost of production.

During the last fiscal year 498,164,000 pounds of these oils have been imported from countries where the price of labor is so cheap as to make it impossible for the domestic industry to meet the competition. A duty of 20 cents per gallon will not only give the American farmer the protection to which he is justly entitled, but will at the same time prove a source of considerable revenue to this Government.

COTTON.

During the last year we imported, in most part from Egypt, 690,000 bales of long-staple cotton, valued at \$159,918,000. This cotton comes in direct competition with the same variety produced in several Southern States, and any protection extended the long-staple article indirectly protects the short-staple in that it lessens the amount of cotton thrown upon our markets. Long-staple cotton was therefore very properly included in this emergency measure and a duty of 7 cents a pound placed thereon.

Extension of Assessment Work on Mining Claims.

EXTENSION OF REMARKS

OF

HON. JOHN E. RAKER,

OF CALIFORNIA,

IN THE HOUSE OF REPRESENTATIVES,

Monday, December 20, 1920.

On the bill (S. 4565) extending the time for the doing of annual assessment work on mining claims for the year 1920, to and including July 1, 1921.

Mr. RAKER. Mr. Speaker and gentlemen of the House, this is a very important matter and vitally affects the mining interests of the mining districts of the Western States. I shall heartily support this resolution, although it does not meet up with what should be, in my mind, the full requirements of this legislation. House joint resolution 404, Report No. 1118, Sixty-sixth Congress, third session, now on the Union Calendar No. 369, meets my views of the situation. That is what the legislation should be. It simply extends the provisions of the resolution for 1917, 1918, and 1919 to 1920. The provisions of the present bill are the best that we can hope for at this time. It has passed the Senate and the thing to do is to pass it through the House so that it may go to the President for his approval at the earliest date possible. This will give some relief to the mining claimants by extending their time to and including July 1, 1921, in which to do the assessment work on their claims for 1920. If not done before midnight of December 31 of this year their claims will lapse and they are subject to reentry or what is known in mining parlance as "jumping." This will create much trouble and litigation, and, in fact, should be avoided if possible.

House joint resolution 349 should have been taken up and passed in May. The entire question would have then been settled in time so that all would have known just what they would have to meet. On Thursday, May 27, 1920, I appeared before the Committee on Mines and Mining of the House on this legislation and at that time made the following remarks before the committee:

"STATEMENT OF HON. JOHN E. RAKER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA.

"Mr. RAKER. This is House joint resolution 349, and to preface my remarks I want to say that it is identical with public resolution No. 20 of the Sixty-sixth Congress, House joint resolution 241 approved November 13, 1919, save and except that it makes the suspension of the work for 1920 instead of 1919.

"Mr. WINGO. In other words, your resolution would simply do for the year 1920 what we did for the year 1919?

"Mr. RAKER. Identically the same thing; uses the same language. I took that bill and changed '1919' to '1920.'

"Mr. LUHRING. Does that bill include Alaska?

"Mr. RAKER. The bill includes Alaska. We passed a bill which was approved August 15, 1919, which made the five assessments; then we passed a separate bill for Alaska, but when this final bill was approved, in November, 1919, it included the United States and Alaska. Now, the purpose is to give the same relief for 1920 as we gave for 1919.

"Now, may I ask this, Mr. Chairman: Having spent the last few months in hearings in the Committee on Immigration, which involved the question of labor and the shortage of labor, and the idea of bringing five millions of people here on account of labor shortage, the general statement was made before that committee that all over the United States, although we had not had a chance to go into it in detail, there is a shortage of labor in the mining territory, in the agricultural territory, in the manufacturing territory. There is an appeal from all of them for more labor—and the same thing applies along the Canadian border, an appeal to have the Canadians come here, and the

same way on the Mexican border, an appeal to have the Mexicans come in.

"Mr. KINKAID. Will you please explain to the committee the reason for the shortage of labor, now that the war is over?"

"Mr. RAKER. I would like to just finish that sentence and state that the Secretary of Labor has permitted the Mexicans to cross and they are coming in by thousands in the agricultural districts along the Mexican border.

"Now, the question of shortage of labor in many of the districts, in many of the places, is that they have short hours and it takes two men to do what one man did two years ago. One gentleman, who came from California, and is the head of the scales department of the western railroads, who takes in all the territory out there, tells me that practically, from his investigation on the ground, in the field, and in the shop, it is requiring two men to do the work which one did before the war because of the labor conditions there, because of the hour conditions, and because of the fact that they can only work so much and when they get that they have to quit and somebody else takes their place. I think that some people are getting a considerable amount of wages, and they only work part of the time instead of working all the time.

"In the mining districts, not only in California but in Nevada, in Colorado, and in all that western country the low prices that they are getting for their product is driving many men from the mining districts and they are going to the cities—to places where they can get higher and larger wages.

"In the State of California practically one-half of the gold mines have closed down within the last two years on account of the shortage of labor and on account of the high prices in the production of material; and upon the third ground that it costs more to produce the gold than they can get for it after they produce it. So the actual mining operations of going mines, or going concerns, to get the same price for their gold in comparison to what it costs them, as they did before the war, they can not get it and they have absolutely shut down their business and, therefore, the men are leaving and going away. In those mining districts, such as California, now, which is one of the largest in the United States, I find that the population has decreased in the mining districts, and the census report shows that there is less population in those mining districts than there was in 1910, and it is solely by virtue of the fact of the conditions to which I have called the attention of the committee.

"Now, I have received letters from Colorado, from Nevada, which is right along the border, from some of these men I know, particularly those in California and in Nevada, relating to the situation. Here is a letter from Nevada now, which I will read and then I will go on to California.

"That letter is as follows:

"LOVELOCKS, NEV., May 21, 1920.

"Hon. JOHN E. RAKER, M. C.,
Washington, D. C.

"MY DEAR MR. RAKER: I have been advised of your introducing H. J. Res. 349, for suspension of the assessment work for 1920.

"This is a very desirable thing to have in effect, as it is sorely needed in the mining regions, where a state of inactivity exists, due to the inability of securing funds and help to accomplish anything toward mine development, in so much as mines can not be made to pay under existing high costs of operating. Gold mines are in a very bad way, and I fear if the gold miner be not encouraged to hold on to his property that the production of that metal will almost entirely cease. What he really needs is to be aided in protecting his ownings of mine holdings until a change will come about that will admit of his operating profitably. If he be forced now to raise funds to do annual assessment work, then I feel sure many will lose interest and the industry suffer therefrom to such an extent that it may be some time before it would recover, in so much as many owners will allow their claims to lapse and return to the Government. There is another angle to this matter also that is very important: It is now quite well recognized that the farmers need all the help that they can get, so it would appear that the Government would be using very good judgment if they suspended the assessment work, as this would release many men for such farm employment that might not otherwise be secured for such work.

"I sincerely wish you success in this matter. It would be a godsend to the mining fraternity.

"Very truly, yours,

JOHN T. REID.

"That is from John T. Reid, mining engineer, Lovelocks, Nev., which is right across the line from where I live.

"Here is a letter from the Crystalline Mines, of Jamestown, Calif., in Tuolumne County, which is to the same purport:

"CRYSTALLINE GOLD MINES,

"Jamestown, Tuolumne County, Calif., May 13, 1920.

"Hon. J. E. RAKER,

"Congressman from California, Washington, D. C.

"DEAR SIR: I am informed that you have introduced a joint resolution to cancel the requirements of annual assessment work on unpatented mining claims for the year 1920.

"I am very pleased to know that you have introduced such a resolution, and I hope it will be adopted by Congress, as conditions this year surely warrant its adoption.

"Respectfully, yours,

"E. E. SHAFER, E. M."

"Here is a letter from the Mountain Messenger, of Downieville, right in the heart of the mining region, in which he says, as follows:

"The miner has been hit harder by the war than any other vocation, and it is necessary that the assessment work obligation be suspended again for 1920; this should be done at once.

"The excess tax on gold should also be favorably acted upon, as there is nothing that will stimulate the gold-mining game as this will.

"This letter is from Mr. H. S. Tibbey, editor of the Mountain Messenger, located at Downieville, Calif., in the very heart of the gold-mining district of California. Mr. Tibbey has had many years of experience, is a man of large observation, and from first-hand information has he spoken, therefore much weight and credit should be given to his statement.

"Am also submitting letter from Mr. John F. Davis, now of San Francisco. Mr. Davis's former residence was at Jackson, Amador County, Calif. Was at one time State senator, judge of the superior court, and is familiar with the mining situation. In his letter to me he states:

"Please get Department of Interior * * * in favor of your House joint resolution 349, suspending assessment work for this year, and push the bill as hard as you can. You have no idea how much this bill is needed this year in the mountain districts. It is true the war is over, but the mining situation is tighter and harder this year than ever, and it would be a godsend to men all through your district if this bill could be promptly passed.

"Mr. George F. Stone, general manager North Fork Mine, of Forest, Sierra County, Calif., writes me as follows:

"The 1920 mining claim assessment should be granted; otherwise very little of it can be done this year except on paper. The reason is the scarcity of miners at any price; they can not be had to do the work. Every spare man and more have left Forest for the lumber camps, and will not return until winter. If the bill is to be passed it should be done soon, as the season here is very short. Those who vote on it should realize the situation. I tell everyone to rest easy, for it is bound to come our way in time, and we can hold on if it is not too long delayed.

"Mr. William J. Loring, 614 Crocker Building, San Francisco, Calif., writes me on the subject as follows:

"I have noticed that you have been good enough to introduce a bill suspending assessment work for the year 1920, and I wish to take this early opportunity and congratulate you upon this noble act, because it will certainly relieve many people who are hard pressed these strenuous days in a matter of considerable importance and, I dare say, without such relief, as you have proposed, many worthy men would lose their mining claims because of their inability to protect themselves by the usual assessment work that the law provides.

"It will be a godsend to many a poor devil on the mother lode of California, which section you are quite familiar with and understand the necessity of giving relief as soon as possible under the circumstances.

"Mr. Loring is familiar with the mining situation in California and knows it in every detail and is speaking from personal knowledge and to the end that the Government be protected, as well as the prospector, the developer, and the actual producer.

"Mr. Harry McManus, from South Dakota, writes as follows:

"Let me thank you for introducing a bill to suspend annual labor on mining claims for this year. I have three prospects in Montana. This bill will make it possible for me to hold my claims and not lose them.

"I suppose I have 200 letters from the mining people in California from prospectors, those with large mines, and small, relating to the situation of gold mining in California, and I think here is a letter that will not only cover this question specifically but it relates also to the gold production bill. This is from Auburn, Calif., from the State mining bureau. Mr. C. A. Logan writes as follows:

"CALIFORNIA STATE MINING BUREAU,
Auburn, May 8, 1920.

"JOHN E. RAKER, M. C.,
Washington, D. C.

"DEAR SIR: Your letter of the 20th ultimo, regarding possible measures to be taken for the relief of gold producers, has remained unanswered because of recent illness.

"Just how urgent this matter is you in the East can not realize, and the past attitude of Members of Congress and of Government officials in general has been such as to cause many of us out here to throw up our hands in despair of ever being able to get the subject before the lawmakers in the proper light. The trouble, too, is continuing, as mining labor costs keep going up while the individual miner's efficiency and willingness decreases and other exactions on the operator become more severe. If the question were only a matter of sympathy for a few well-to-do operators it would be different, but it is not. Present conditions affect adversely every gold-mining property in the State, including prospects and partially developed mines as well as those in operation. I am quite conversant with the situation, traveling, as I do, through the mining districts of the foothills and mountain counties from Plumas on the north to and including Tuolumne on the south. As you know, this district contains the chief gold-mining fields of the State, notably the mother lode, the east belt, the Nevada City-Grass Valley district, and the promising but less developed mines of Placer, Sierra, Plumas, and foothill counties, as well as the drift and hydraulic mines, which still contain great areas of unmined gravel.

"Beginning at the southern end of the district covered from this office, we find at present in Tuolumne County only two producing gold mines of any importance. One of these is being operated at a loss by a company who hope to open a body of ore sufficiently rich to keep them going. They have a great deal of ore in the mine, which would have paid a profit five years ago, but in spite of their financial strength they have recently had to greatly curtail operations. The other mine mentioned

is just breaking even, as they have a large tonnage of ore, sufficient for years, opened, and are mining and milling it cheaper than any other company in the State. The grade of ore in these two properties is the same as that which formerly gave a profit to legions of companies not as well situated; these latter, lacking the capital to weather a long siege of hard times, had to succumb. The mines fill with water, timbers collapse and allow the underground workings to cave, and the whole plant wastes away without having a chance to pay its cost by operation. In Calaveras County there are likewise only two important properties in profitable production. Both of these have been so fortunate as to find ore bodies rich enough to put them above the need of any gold premium. Miles of the great gold belt in this county are idle.

"In Amador County, at the time of my last advice, there were six mines in operation. Two of the largest of these have been shut down and under water for some time past on account of underground fires. Two others have been operating without any profit, as I am advised their ore (which is no poorer or no better than for years past) barely pays cost of operation. Two of the six have been operating at a profit.

"In Eldorado County, which is traversed its entire length, a distance of 35 miles, by the great mother lode system of quartz veins, there is at present not one single productive quartz mine. A few weeks ago an eastern stockholder in a mine in that county wrote to me inquiring the possibilities of reopening the property. It contains an ore reserve of several thousand tons, which would have yielded some profit before the war. I was compelled to tell him that the cost of mining and milling ore had risen to such an extent that it would cost about \$2 a ton more to work the ore to-day than it is worth.

"In Placer County we have at present one operating quartz mine. The manager advises me that their average profit last year was 41 cents a ton. This figure is confidential. Last week a capitalist came into this office and told me he was thinking of investing in a gold mine near this town. He claimed to know nothing of mining, and threw himself on my mercy for enlightenment. We spent some time going into the matter, obtaining accurate information as to the possibilities of the mine in question, the grade of ore mined in the past, and what may be found in the future, and the cost of operation. Figuring the cost would be about the same as at a neighboring property where the size of the vein and other conditions are nearly identical, it was found that the mine investigated might be worked so as to just about pay expenses, unless some unusually good ore were found unexpectedly.

"In Nevada County three important mines and two small ones are now being operated. The North Star Mines Co., who operate two of the principal properties, have just announced their intention of closing down their Champion mine, the only active mine in the Nevada City district, and have curtailed operations in the North Star mine one-half, with the prospect of total closure imminent.

"If you care for any specific figures as to costs of operation and grades of ores in the various districts, I will be glad to give them, or any other assistance possible. The McFadden bill appears to be the only thing so far offered that will help to solve the trouble. With the serious matter of maintaining our gold reserve you are more familiar than I. As conditions affect the miner, I have the subject forced on my attention every day. I am mailing you under separate cover a report reviewing the mining industry in this State last year. You will note on page 23 of this that I suggested in a general way a measure comparable to the McFadden bill. I hope you will keep me advised as to the progress this McFadden measure makes before Congress and bring the matter home to eastern Congressmen.

"Yours, very truly,

C. A. LOGAN.

"He shows in that letter that the real mines that have been operating, that have splendid plants, that have all the terminals, shafts, equipment, air compressors, mills, stamp mills, whereby they can crush the ore and extract the gold therefrom, have had to close on account of the high expense and low profits on the ore because of the present conditions. That applies peculiarly to the mine prospector and the small miner, and he simply goes there and works there and gets no return, although he is preparing to develop a mine which may, and in many cases will, pay back; and in fact all development in this district in the future, as it has been in the past, will be by virtue of his work when he discovers a mine.

"I want to differ with the other gentlemen in speaking of the value of prospecting. I live in a mining district and have lived there for 45 years, in the great mining belt, the district where gold was discovered in California, and I want to tell this committee that it is an undoubted fact, indisputable, that the prospector has been the man that has discovered the gold, has made it possible for the large concerns to come in whereby we have extracted this gold and done so much good for the country.

"Mr. TAYLOR of Colorado. Nobody has ever said anything against the prospector. We all extol him; we, of the West, all take off our hats to the old pioneer prospectors, but to doing or not doing of its ordinary annual assessment work on mining claims has nothing whatever to do with the prospector who originally located the claims.

"Mr. RAKER. I am talking about the prospector and the work he does; that it is not a waste or thrown away, but that it develops the mine. The judge did not put that question to me—I beg the pardon of the gentleman from Colorado—but if anybody should on the outside, I would say that—and I am saying this from my personal experience, as well as from what I have been told from a boy up by the miners, the prospectors, and the large owners all combined in relation to this matter—without the prospecting and the development work you can not find a mine, or at least none have ever been discovered.

"So the money is well spent, and the only question now is the shortage of labor, the low price of gold if they get it, and the high cost of material, of everything that goes into the mine and into mining work. Hay used to be from \$5 to \$10 a ton—\$10 at the highest. I have one letter here, and I know it to

be a fact, that they are paying \$80 a ton for hay and every other thing in proportion there. Now, with the shortage of men, with the conditions as they are, with the need for men in agriculture and other work, without any detriment to the Government—the Government does not lose a dollar—it simply permits the other conditions of the country to be developed and the man power to be used in those places and allows these people to hold and own their property to the end that it will not lapse for the want of assessment, so that they can go on next year with their work. They may have had their claims for 10 or 15 or 20 or 30 years, and they may have been working on it, and the assessment work gives them their title, and they have not desired to apply for a patent, and the law does not require them to, and if you give them this extension for a year things may change.

"I said here the last time the bill was passed by this committee that it seemed to me we would not have to appear again. I thought then we would not, because the general statement was that we would have our 4,000,000 of soldiers back and there would be a surplus of labor everywhere, and that men would go out into the mines and back into the fields, where they had been before, and we would have all the labor and assistance we desired. But conditions now that we know to be true have come about the reverse of that which was anticipated by so many people, and for that reason we come before the committee asking them to report out this bill, so that the miners may be relieved from that assessment work this year, to the end that their property may be protected, and the further fact that they may go to other work; and I trust that the committee may see its way clear to report this bill out now and get it on the calendar, and if we can get it into the House I am satisfied from talking with the Senators we will be able to get it through the Senate, and these people will then know, and they will not be preparing in June, July, and August to get men scattered all over the mountains doing this assessment work and spending this large sum of money, but will be devoting their time to agriculture and assisting in harvesting, where they ought to be instead of doing this work, as they will have to do if they do not get the relief asked for. To put it off until we come back in December makes it so late that many of them, because of the location of the mines, because of the early snows, will have to do their work, irrespective of whether they want to or not. So it will ease the situation, it will ease their minds, it will ease the financial conditions of these communities, it will give the men a chance to adjust their business, and nobody will be injured.

"Now, with this statement, Mr. Chairman, without taking too much of your time, I have a few other specific letters here on the same subject, which I would like to file.

"The CHAIRMAN. Suppose you just put them into the record now, Mr. Raker.

"Mr. RAKER. If the chairman will permit me I will do so, and thereby save the time of the committee, and with this hurried statement—I know you are busy and time is precious right now, and I have rapidly presented my views of the question; and again I ask the committee, if they can, to report out this resolution that will cover both Alaska and the United States, whereby the situation may be relieved and these people may have an opportunity to exist this year.

"Mr. BURKE. Judge, pardon me just a minute—I understood you to say that the prospector feature of it was the most important of all.

"Mr. RAKER. Yes; the man loses his property if he doesn't continue with his claim which is already recorded and upon which he has buildings, and his cabin and improvements, and the prospecting gives the opportunity to find other mines. There are many of them and these are the men, from the history of that country, from the beginning in 1849, that have found practically all of the mines that have been found and developed in the West.

"Mr. BURKE. Now, suppose then we pass this bill and it is not necessary for them to go on and prospect.

"Mr. RAKER. They lose the claims, several millions of dollars worth of property.

"Mr. BURKE. But doesn't it take men out of the promoting of the mining industry of the country, too?

"Mr. RAKER. If you stop development, if you stop prospecting, you are driving at the very heart of the thing you need to relieve the monetary situation.

"Mr. KINKAID. That is just what he means, whether by passing this bill you do not stop prospecting.

"Mr. BURKE. And stifle the business.

"Mr. KINKAID. Yes.

"Mr. RAKER. No; for this reason, Mr. Burke; it is only those that are now actually running, that have a high grade of ore,

who can continue, because of the fact that the product they produce brings them less than what they pay for its production, and we are hoping that the conditions will change. The Treasury Department, the Bureau of Mines, the Director of the Mint, all advise me—I have taken it up with them personally, and by letter—that they hope the monetary situation will change within the next six months or the next year.

"Mr. BROOKS. What could a miner do with \$100 worth of work on a claim in one year? Could he get any results from that?"

"Mr. RAKER. Yes.

"Mr. BROOKS. Would it pay?"

"Mr. RAKER. Yes; I think it does pay.

"He might go down 10, 15, or 20 feet, by sinking a shaft or running a tunnel, and he may strike quartz which will develop the mine. As an illustration, 10 years ago I went through the Allegheny district. It had been a splendid mining district; many millions of dollars had come from Allegheny; there had been a man who had a lease on one of those claims for three years who kept developing it and just got enough out to pay his expenses while he was there, and the question came up whether or not he would take the lease for another three-year or five-year period. They juggled over it, jockeyed over it for two or three weeks, and finally he said he wouldn't do it, and he didn't take the lease. Another man took the lease and held it five days, and where they had driven along for 300 feet a shaft into the bowels of the earth, a thousand feet below the surface, this man turned to the right and in 10 days he took out gold that I saw in the bank in sacks, thirty some odd sacks, amounting to \$48,000.

"Mr. BURKE. Isn't that what has made your country out there, the prospecting development?"

"Mr. RAKER. Prospecting has made it.

"Mr. BURKE. Now, why do you want to have a bill here that is going to hinder it in the future?"

"Mr. RAKER. The man can't live; the man can't exist; he can't get anything upon which to make the money to go in there and save the property that he has spent 30 years to develop. He may have given 30 years upon that mine; he has a shaft there 100 feet deep, or he may have other shafts; he has a little home there; he has a road built to his place. Now, why compel him—he may have a dozen claims—why compel him to go in there and pay \$100, or \$900, or \$1,000 on those claims?"

"Mr. BURKE. He don't have to pay it; all he has to do is to go ahead with the development work.

"Mr. RAKER. Well, when he does keep going he is apt to expend all his time, when he can be devoting his energy and money to something else.

"Mr. BURKE. Well, I might see some good reason for it during the period of the war, when men were scarce and there were other good reasons that you presented during that time, but I don't think that your reasons are good now. We want to get away from these restrictions during the time of war; we want to get away from those grants during the war; we want to get back to normal conditions again, and you never will as long as you pass such resolutions as this is.

"Mr. RAKER. Mr. Burke, some of these men have spent their lives in this country; they know the game; they know what it means; they know how to do it; their fathers before them made a success of it and they are trying to make a success, and would you defer to the judgment of 95 per cent of those men as to what is the thing to do rather than to take the judgment of those who have never had any experience?"

"Mr. BURKE. No; I prefer just to take what they have done; not the statement of what some man says as to what they have done now, but what they have really done, and what results they have accomplished, though the development speaks for itself.

"Mr. RAKER. You would not ask them to lose their property simply because of the failure of Congress to give them relief, would you?"

"Mr. BURKE. No; I am from Missouri on that."

Mr. RAKER. When the subject matter was under consideration by the same committee on December 10, 1920, I appeared before the committee urging this legislation and stated at that time as follows:

"STATEMENT OF HON. JOHN E. RAKER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA.

"The CHAIRMAN. Mr. RAKER is the author of a similar bill, not introduced quite so recently as the bill we are considering; but he is present, and we will hear Mr. RAKER now.

"Mr. RAKER. Mr. Chairman and gentlemen of the committee, early in the year—on April 30, 1920—I introduced House joint resolution 349, upon which hearings were had before this committee on May 27, 1920, which House joint resolution is the same

as the one passed for the suspension for 1919. House joint resolution 349 is as follows:

"[House joint resolution 349, Sixty-sixth Congress, second session.]

"Joint resolution to suspend the requirements of annual assessment work on mining claims during the year 1920.

"Resolved, etc., That the provision of section 2324 of the Revised Statutes of the United States, which requires on each mining claim located and until a patent has been issued therefor, not less than \$100 worth of labor to be performed, or improvements aggregating such amount to be made each year, be, and the same is hereby, suspended as to all mining claims in the United States, including Alaska, during the calendar year 1920: Provided, That every claimant of any such mining claim in order to obtain the benefits of this resolution shall file, or cause to be filed, in the office where the location notice or certificate is recorded on or before December 31, 1920, a notice of his desire to hold said mining claim under this resolution.

"I urged before the committee very strenuously on that day, May 27, the passage of and report of said resolution, feeling then, from correspondence which was submitted—some I did not submit—that it was very necessary to give the miners this advantage—or protection, rather—for 1920. During the hearing the Delegate from Alaska presented a number of telegrams claiming that Alaska did not desire it. I felt then it was a mistake as to those people, and it has been demonstrated so since. So, following that, I introduced House joint resolution 368, leaving out Alaska, simply leaving out Alaska so as to avoid the complication. House joint resolution 368, introduced May 29, 1920, is as follows:

"[House joint resolution 368, Sixty-sixth Congress, second session.]

"Joint resolution to suspend the requirements of annual assessment work on mining claims during the year 1920.

"Resolved, etc., That the provision of section 2324 of the Revised Statutes of the United States, which requires on each mining claim located and until a patent has been issued therefor not less than \$100 worth of labor to be performed, or improvements aggregating such amount to be made each year, be, and the same is hereby, suspended as to all mining claims in the United States during the calendar year 1920: Provided, That every claimant of any such mining claim, in order to obtain the benefits of this resolution, shall file, or cause to be filed, in the office where the location notice or certificate is recorded on or before December 31, 1920, a notice of his desire to hold said mining claim under this resolution.

"During the enormous amount of work during the last days of May and the 1st of June it seemed practically impossible to get the resolution disposed of because of the shortness of time, and I am satisfied that is the only reason that resolution was not reported and passed by the House and Senate and approved by the President.

"Now, immediately upon my return to Washington, December 6, I took the matter up with the Secretary of the Interior, personally, discussing House joint resolution 349 and House joint resolution 368. The question then was as to Alaska. I felt that Alaska ought to have it and so urged it upon the Secretary. The question was then presented, the question of the oil shales. Some large applications had been made for those, a large number by individuals, but I contended that it would be better because of the enormous interest and the interest in bringing about that development, that they should all be given relief alike.

"So, on December 9, 1920, the Secretary made a favorable report on House joint resolution 368 and sent it to the committee, which the committee now has, favorably reporting the passage of House joint resolution 368.

"Mr. WELLING. Did that report ever reach the committee, Mr. Chairman?"

"The CHAIRMAN. No.

"Mr. RAKER. I called the Secretary of Interior's office. I called him up, and he says it was delivered by messenger. But here is what he sent—it is concerning another matter. So I called up the office this morning and they advised me—I came here early this morning, and they advised me they had sent it up by messenger to the committee.

"The CHAIRMAN. However that may be, they are reporting substantially the same thing.

"Mr. RAKER. It will get up this afternoon, because I will get a duplicate of it. So there will be no question about it getting in the record. I ask that the report on House joint resolution 368 may be inserted as part of my remarks, because it was sent up, but the messenger did not get it properly. I just want to present that. I have a copy, but have not it here at the present time. Now they present a report on House joint resolution 368.

"The CHAIRMAN. Mr. RAKER, in the event that the original does not reach the office, if you have no objection you may submit your copy.

"Mr. RAKER. Yes; that will be satisfactory to me, Mr. Chairman.

"The Secretary has reported on House joint resolution 368, the report I have in my hands, December 10, 1920, which reads

as follows. It may go in the record, too, may it, Mr. Chairman, right following this?

"The CHAIRMAN. Yes.

"(The papers referred to follow:)

"DEPARTMENT OF THE INTERIOR,
"Washington, December 9, 1920.

"Hon. M. E. RHODES,
"Chairman Committee on Mines and Mining,
"House of Representatives.

"MY DEAR MR. RHODES: In reply to your request for report upon House joint resolution 368, to suspend the requirements of annual assessment work on mining claims during the year 1920, I have to advise as follows:

"During the years 1917, 1918, and 1919 similar legislation was effective, upon the representation that scarcity of labor, high cost of materials, and other conditions arising out of the war rendered relief of the mining industry essential. It was hoped that further relief would not be required, but so far as gold mining is concerned, conditions of the industry are such that relief is now just as important as during the past three years. I am advised that in the mining regions labor is still hard to obtain, and that the cost of supplies and materials is such as to render the performance of the annual labor required by section 2324 of the Revised Statutes very difficult. I believe, therefore, it would be wise to extend the relief proposed by House joint resolution 368 over the year 1920. The same relief should be extended to mining claims in the Territory of Alaska, and I therefore suggest the insertion in line 9, after the words "United States," of the clause, "including Alaska." With this amendment, I recommend the adoption of the resolution.

"Cordially, yours,

"JOHN BARTON PAYNE, Secretary."

"DEPARTMENT OF THE INTERIOR,
"Washington, December 10, 1920.

"Hon. M. E. RHODES,
"Chairman Committee on Mines and Mining,
"House of Representatives.

"MY DEAR MR. RHODES: Answering your letter of December 9, 1920, requesting report upon House joint resolution 396, 'to suspend the requirements of annual assessment work on mining claims during the year 1920,' I quote from my report of December 9, 1920, upon House joint resolution 368:

"During the years 1917, 1918, and 1919 similar legislation was effective, upon the representation that scarcity of labor, high cost of materials, and other conditions arising out of the war rendered relief of the mining industry essential. It was hoped that further relief would not be required, but so far as gold mining is concerned, conditions of the industry are such that relief is now just as important as during the past three years. I am advised that in the mining regions labor is still hard to obtain, and that the cost of supplies and materials is such as to render the performance of the annual labor required by section 2324 of the Revised Statutes very difficult."

"House joint resolution 396 is similar in language to the act of November 13, 1919, and would extend relief to mining claims in the United States, including Alaska. I recommend that this or similar legislation be adopted.

"Cordially, yours,

"JOHN BARTON PAYNE, Secretary.

"Mr. RAKER. Now, speaking on the suspension for 1920, generally, I gave my views on May 27, 1920. That hearing was printed. Those stand good for to-day without repetition. The question of extension of time, I am afraid that would be a mistake and if necessary I will give my reasons.

"The proposition to allow the men who did their work to apply it to next year I believe would be a mistake. I believe we ought to have a general bill like 349, or 368, or 396, which are practically alike and, I will say, identical with the acts of 1918 and 1919 for suspension. The House is familiar with it; the country is familiar with it, and better results would be obtained. And the notice, I believe, should be required to be filed. That is the same as it was in 1917, 1918, and 1919. The public wants to know; the public may go to the recorder's office and find whether or not the notice has been filed and what the man has done. There is no record kept of these in the General Land Office, nor the local land office. So the only information you will get will be in the recorder's office. The miners are perfectly willing, and I believe 99 per cent will obtain this notice if the statute requires it, and from observation and talking with these people, many of them, I feel satisfied that the same language, including notice, ought to remain in the bill.

"Mr. WELLING. Mr. Raker, in your bill, and in mine, too, we both require that the notice shall be filed by December 31. Don't you think it would be better if the law designated April 1 as the last date upon which such a notice could be filed, because of the limited time they will have before December 31?

"Mr. RAKER. I thought of that, but I am still of the impression for this reason: They will see that the law is passed and they will go on the last day they can, the last day before the office closes—it closes at 5 o'clock—if it is not a holiday, and if they find that there is no notice filed it opens it up then for investigation and refile, either one. So I am satisfied that the notice will get into the hands of 99 per cent of the prospectors, or every applicant or every man who has filed his mining claim, and that nobody will be injured, and it will avoid conflict and contest as to extending the time for the filing of the assessment notice. And I believe, Mr. Chairman, that it would be better to include the notice rather than to leave it out, for

the very reason that it will avoid contest between the various claimants, and those who are desirous of filing upon these mining claims.

"Mr. TAYLOR. I agree with you that the requirement of the filing of notice ought to be made, but it would be impossible for this bill to be passed before the 20th of this month now, if we just rush everything from this minute right on, and the way these miners way off in the hills get word of these things is usually through their weekly paper.

"Mr. WELLING. Then, it might be held at the post office for 10 days.

"Mr. TAYLOR. Certainly; and what harm could there be in putting notice in, but giving them from now until the 1st day of April within which to file notice, otherwise you would cut them off at the pockets without them knowing anything about it. What harm would that do to amend the date December 31, 1920, to April 1, 1921?

"Mr. RAKER. Well, I don't care to take up the time in discussing that, but if I can get the relief or suspension for 1920, as this resolution provides, it will satisfy 99 per cent of the miners, so far as I have been advised, in the West, and if you put this other in as to April it makes a complication that none of us knows what it means.

"Now listen; that provision is that every claimant of any such mining claim in order to obtain the benefits of this resolution shall file or cause to be filed in the office where the location notice or certificate is recorded on or before, say, April 1, 1920. Now, there, he don't know whether he is going to claim the benefits. That is locked up from January 1 to April 1. He must know that he is going to claim the benefits of this act to see whether or not the claim is going to be held by the principal claimant, or whether it is going to be thrown open to the public. Now, gentlemen, you are getting into complications that you don't want to get into, and you won't get it through the House. You are putting in legal complications. You are putting up a suspension of that time for four months so that nobody knows where you are going to be. Tell them what they are going to do. Tell them what they are entitled to have. Give them absolute notice and I will guarantee, so far as the people of the mountain mining districts are concerned—and I don't believe they are any more scattered than in my own district, where 99 per cent of those men will receive these notices because the newspapers will get them the day the bill is signed and in effect. We ought to get a rule, and we are going to urge this committee to ask for a rule, and I think we can get it through the Senate, and the President will make early disposition of it, so that by the 20th of this month we will be able to get it passed and get notice to the people of these mining districts.

"Now, upon the merits, Mr. Chairman. I think I have covered those other questions. At the time I presented the matter on the 27th of May, this year, I felt convinced then, because conditions had changed from what they were the year before. We expected a different condition in this country. We found that things had vitally changed, and men were then bringing in—men I knew and from others whom I knew by reputation—that they were in earnest, and they felt as though relief ought to be given, and therefore I commenced early before the committee, so that this question could be settled. But since that time, Mr. Chairman, I have been through the mining district of California, one of the greatest in the world. I spent five weeks and traveled over 3,500 miles. I went to these prospecting claims. I went to these mines. I not only went through the State of California, through these mining districts, but I went through a great part of Nevada.

"I not only went through Nevada and California, but I went through southern Oregon, where it adjoins California, where they have mining interests, where I might see the business men and see the general conditions and see what the necessity was for the extension of this law, and I advised them all the time and sent to the newspapers telling them just what had occurred, and sent out every one of these hearings that I could possibly get to show what we had tried to do, and because of the rush of business it was impossible to get it through. I advised them at all times to get busy and to do their work, to run no chances, but if misfortune should overtake them by reason of labor, weather conditions, or otherwise, we would still at the beginning of this session try to get the resolution passed, and as soon as we got here we tried to. And we find these conditions:

"During the months of September, October, and November, when these men generally did their work, we found that there was a demand in the fields, in the farms, for the miners and everybody else to harvest the crops. Even leaving on the last of November, I found tens of thousands of bushels of wheat that had not been thrashed in northern California and southern Oregon. For what reason?

"In September, about the 24th, I went through 10 inches of snow in the State of California, on the mountains, personally. So I am speaking from first-hand information. That began to drive the miners out from the top in October and then in November. There never has been for 35 years, to my personal knowledge, in the history of the country, or the recollection of anyone, a time when we have had as much rain and snow in the mountains. There is from 1 foot to 5 feet of snow there even along about the 1st of November in lots of places in these mining districts. It rains one day and snows the next all over that mining district in California and southern Oregon. I have been in the rain, I have been in the snow, and I have seen the conditions. These people could not get back to their mines in October and November, when they had been in the habit of doing so. They have been practically held out. Mr. EVANS will recognize that in his own State, because I drove through part of the State when it was raining and snowing early in October. We find those conditions out there. The men had gone to other places.

"These men that have filed on these claims, 90 per cent of them are honest, bona fide prospectors and American citizens, trying to develop this country and to get a product that nobody else is trying to or can produce, and to put it upon the market. And this is another condition that has not been presented to the committee, and I want to have your minds bear upon this question. The jumper will take the claim on the 1st day of January, 1921, if the man has not done his assessment work. Now, you say if you extend the man's time for another year you are going to retard development and you are not going to give labor the opportunity to work. What is the condition? Every claim that is jumped after the 31st day of December, 1920, commencing at midnight on the 1st day of January, 1921, he may hold that claim and not do one dollar's worth of work on it during the whole year 1921. So do you get any benefit? No; you simply give the fellow that sits around the stove and puts his feet up on the fender and talks and tells what he is going to do an opportunity to go out and get the claim of the honest man who has spent from one to five thousand dollars on it to develop it; and you give him an opportunity to speculate; and all we ask is that the honest man, the legitimate miner—and he is the man that has developed this country; there isn't any question on earth about that—all we ask is that you give him an opportunity to go on with his development. I have found men who have gone and been working for years, and this annual assessment work is what has developed the mining industry in the State of California; he and he alone has done it through his assessment work and the work upon the development of his mine. And I have sent to the department here within the last month a development that these men have made that is going, to a certain extent, to revolutionize certain mining territory of the West which has been run over by other people, by men who have given years of study all over the world to the mineral interests. They go in and make these filings and make these assessments and develop these mines in advance and so develop the country, and it is to the interest of the country generally.

"Money is tight. The bankers have loaned all they care to loan to the sheepmen, to the farmers, and to the wheat men, and the woolmen, and just at this time, Mr. Chairman, they are not loaning any more. They can not, and the miners and those that are developing could not get the money even if they wanted to. And men at that time were actually scarce, to my personal observation.

"Now, it is nothing but saying to these men, 'We will let you hold your property.' This is an act to insure the title. That is all it is. It is to insure the title of the honest man that has given his time, money, labor, energy, and brains to help develop the country, and by extending it a year in which he may hold it without doing assessment work you insure his title for next year, so that he can do his work. And I want to say to you from personal observation this assessment work as it appears to me from seeing the work, from talking with these men for the last 45 years, that it has developed the great mining industries of the West, and I trust that your committee will—I know you will from your attitude and your general disposition to do the right thing—will extend to these great mining interests and these prospectors of the West an opportunity to hold their property for another year, so that when conditions develop and get into better shape they might do the work.

"With these remarks, while I have a great many letters and correspondence from mining men and prospectors and others, I will not insert them in the record at this time, but will simply give my statement from personal observation, as having talked with them and received the letters, and urge you to report out the resolution that will suspend the assessment as you passed it in 1919 for the year 1920. I thank you, gentlemen."

EXTENSION OF REMARKS

OF

HON. CHARLES H. RANDALL,
OF CALIFORNIA,

IN THE HOUSE OF REPRESENTATIVES,

Tuesday, January 4, 1921.

Mr. RANDALL of California. Mr. Speaker, the bill now under consideration calls for an appropriation of just \$265,000,000 with which to pay pensions during the next fiscal year to veterans of our seven wars and their surviving widows. The estimated disbursements of this sum is composed of the following items:

Civil War	\$251,612,192
War with Spain	5,844,360
War of 1812	21,145
War with Mexico	840,439
Indian wars	2,168,915
Regular Establishment	4,476,215
World War	36,734
Total	265,000,000

The amount appropriated is a decrease of \$14,000,000 from that expended for the same purpose during the present year, which is accounted for by the fact that the number of pensioners decreased 32,237 during the fiscal year ending June 30, 1920. The advanced age of Civil War veterans is, of course, the reason for this rapid decrease in pensioners.

The following table shows the number of pensioners on the rolls at the close of each of the last five fiscal years:

	1920	1919	1918	1917	1915
Civil War	533,729	508,343	501,793	618,326	651,007
War with Spain	30,432	28,251	27,513	28,275	28,472
War of 1812	71	81	99	190	115
War with Mexico	2,571	2,956	3,353	3,806	4,298
Indian wars	6,228	5,463	4,238	2,307	2,578
Regular Establishment	19,031	19,213	19,843	20,288	20,102
World War	128	115	56		
Total	592,190	624,427	646,895	673,111	709,572

No vote which I cast in this House gives me a greater feeling of comfort and satisfaction than that which helps to appropriate the money to pay the monthly pensions of the surviving veterans of the various wars of the Union, and of their widows and dependent ones. Since coming to Congress six years ago I have been able to secure the passage of more than 20 special acts of Congress granting a pension in each case to a most worthy veteran or his widow, who through some technicality could not secure a pension through the Pension Office under the regular pension laws. Furthermore, my files contain the cases of 300 pensioners, mostly widows of Civil War veterans, whose claims were personally presented by me to the Pension Commissioner and granted. I have more than 300 additional cases now pending, many of which are most difficult because of the intricate maze of testimony required to complete them. But, as I said before, this service to the defenders of our country is the one in which I have more pleasure here than any other.

I have supported all of the acts granting increased pensions and extending the pension laws with more liberality to widows and to veterans of the Civil and Spanish-American Wars. When the Fuller bill passed the House on January 6, 1920, I was unfortunately away on an inspection of the Panama Canal and its defenses.

The acts of May 1, 1920, and June 5, 1920, authorizing increases to aged and incapacitated Civil War veterans and to Spanish-American War veterans will call for a large increase in examinations by medical boards, and I have therefore had an additional pension examining board established at Long Beach.

WAR VETERANS' TAX EXEMPTION.

Under an amendment to the constitution of California, of which I am proud to have been the author while a member of the legislature in 1911-12, every soldier, sailor, or marine who served in time of war receives total exemption from all taxes on \$1,000 of his property. This law gives the same exemption to the widow or widowed mother of such veteran. World War veterans are also eligible to receive this exemption, and it is with pleasure that I receive and answer much correspondence from all parts of California on this subject. I favor a most liberal act to do justice to the veterans of the World War and am a supporter of the plan of the American Legion for beneficial legislation.

ARMY ARISTOCRACY VERSUS THE REAL SOLDIER.

ASTOUNDING as it may seem, a former service man, a major of Engineers, who is running for Congress in the ninth district,

has announced that beneficial legislation for World War veterans will have his extensive scrutiny, and if merited, will be championed; but to use his words, "There are a hundred million American men, women, and children against whom there must be no class legislation for the benefit of one group"—the ex-service men. It is almost unbelievable that a man who served in the World War should permit such an unworthy expression to escape his lips. What about discrimination and class legislation when these boys were sent to the trenches at \$30 per month while millions upon millions stayed at home in safety and worked in the shops and factories at wages of \$10 to \$15 per day, and while 162 new American millionaires were created by war's blood money? Are these boys who gave their lives, their jobs, and every hope they had for the future for their country's cause now to be held up as selfish seekers of class legislation because they ask to share some of the easy war profits of those who stayed at home? But this is about like the sentiment usually expressed by the aristocracy of the Army—the Army officer. It is a sentiment which pervades most of the banking, bond, and mortgage circles, of which this major is a member. I have no sympathy with it. Nothing is good enough for me to give to the boy who went to the trenches and served as a real soldier.

The cruelties practiced by Army officers upon the common soldier are well demonstrated by the fact that 350,000 court-martial trials were held during the World War, while some few hundreds occurred during the whole of the Civil War. According to Gen. SHERWOOD, this has been truly a war of the common soldier. He says:

In one battle of the Civil War—the Battle of Franklin—more brigadier and major generals were killed in eight hours' fight than in the whole World War of four years and over, where nearly 18,000,000 soldiers were in the hell of battle. In the Meuse-Argonne battle, in which 1,250,000 American soldiers were engaged, the greatest battle ever fought on either continent, lasting 47 days, with a casualty list of 120,000 killed, wounded, and missing, we did not lose a single general. We had 478 generals in uniform in this great World War, but a benign Providence saved them all for our home and love without a scratch.

WAR RECORD FALSELY ATTACKED.

A public official does not always find his service a bed of roses. When election time rolls around he finds the field full of rivals, and there is the slander of evil-disposed newspapers and campaigners to contend with. A Member of Congress who secures his election, not by the support but despite the opposition of political party bosses and organizations, must expect bitter fights if he proposes to retain his independence and his office at the same time.

In my case, I was greatly surprised to find these opponents making use of old and fully exploded charges against my war record, first sent out by the National Security League two years ago, and at that time directed against 300 Members of Congress whom that organization desired to defeat. A list of eight alleged war votes were given, upon seven of which it was stated that I voted wrong. An analysis of the measures, however, shows that only one of these bills was voted upon after this country declared war, namely, conscription. I voted as did the present Republican leader of the House, and as the then Democratic leader of the House did. I will never conscript the youth of the land to go to a foreign war. Furthermore, I voted to raise the age limit of soldiers for conscription so as to take in the Congressmen who were voting to conscript the youth and the flower of our manhood. I voted to permit Theodore Roosevelt to take his volunteer army to France, and he would have had a million or more.

I voted for every tax measure, every appropriation, and every bill designed to carry on the war. Not a single one did I oppose or vote against, unless voting against conscription may be so denominated.

The first of these so-called war bills was the McLemore resolution, voted upon more than a year before the war, and I voted right, as all admit.

The next two were bills to increase the standing Army to 178,000 and 250,000, voted on a year before the war. They related only to increasing the standing Army in time of peace. I was against them, as was a majority of the House. When we went to war it required 4,000,000 men, not 178,000 or 250,000.

The fourth measure, called a war bill, was voted on a year before the war and proposed to absolutely destroy the National Guard or militia of every State, placing them under the War Department at Washington. I voted to protect my own State's rights, as a majority of the House did.

Bill No. 5 was a provision to appropriate for four superdreadnaught battleships instead of two. The Secretary of the Navy opposed this, saying no facilities existed for building more than two during the next two years. It was well that this was defeated, as the entire resources of the Navy were later required to build submarine destroyers.

No. 6, the so-called "Cooper" amendment, was designed to protect the lives of women and children by keeping them off merchant ships loaded with high explosives and war munitions passing through the submarine zone. My vote was right, not wrong, as I voted for protection to the innocent, in opposition to cowards who would use the lives of women and children to protect if possible their shipments of war materials.

I supported President Wilson's demand for the passage of the armed neutrality bill, which was in effect a declaration of war upon the sea against Germany. My opinion at that time, and it was the opinion of both the Republican and Democratic leaders, was that we should exhaust the entire resources of our Navy and sea-fighting forces to destroy the German aggression against our rights upon the ocean.

To illustrate the feeling among Republicans of great influence at about this time, let me quote the former Speaker, JOSEPH G. CANNON, on page 4663, volume 54, CONGRESSIONAL RECORD:

We have not much of an Army, and it will never be ordered across the sea into the trenches of the Allies or of the Central Powers. Whatever of defense or offense we make will be upon the seas.

NATIONAL SECURITY LEAGUE AND WALL STREET.

But to return to the National Security League, the author of these libels against my record. The House of Representatives, immediately upon reassembling after the elections of 1918, adopted a resolution of investigation on December 10, 1918, as follows:

Resolved, That a committee of seven Members be appointed by the Speaker of the House to investigate and make report as to the officers, membership, financial support, expenditures, general character, activities, and purposes of the National Security League, a corporation of New York, and of any associated organization that purports to be organized or engaged in or have been directly or indirectly engaged in the nomination, election, or defeat of Representatives in Congress during the year 1918. Said committee shall also inquire and ascertain whether charges affecting the loyalty of Representatives in Congress have been made by said organizations.

On January 2, 1919, after the investigation of the National Security League had been commenced by the special committee, Mr. FREAR addressed the House as follows:

Recently I addressed the House on the [National Security] league's charges of disloyalty against 300 Members of Congress. A committee was appointed and the probe was started before the holiday recess. One important charge made against the league has been confirmed at the outset: That \$200,000 of admitted league subscriptions came from the Carnegie Corporation and from Rockefeller. The gift of \$150,000 by Carnegie recalls the old armor-plate contracts made with the Government, that were a fitting prelude to the recent Hog Island contracts, and is a further reminder that United States Steel, a source of [National Security] league supply, has profited hundreds of millions of dollars from the war. John D. Rockefeller's contribution to [the] league of only \$50,000 looks niggardly, and probably represents less than one-quarter of 1 per cent of war profits wrung from the American people through boosting the price of gasoline alone. Guggenheim, Du Pont, Morgan, and 100 other Wall Street magnates have been disclosed to be financing this junker league. That is the source of poisoned gas and easy money used to defeat black-listed Congressmen in 1918.

On March 3, 1919, the special committee made its report, covering more than four pages of the CONGRESSIONAL RECORD, at pages 4921 to 4925, volume 57. I can append only a few paragraphs, though the whole report is a scathing arraignment of the National Security League. From the report:

The league's "congressional chart" was made up of eight measures which had been before Congress. Mr. Orth (a clerk of the league) was permitted by the league to pass his opinion on the votes of Members of Congress thereon as to whether such votes were "right" or "wrong"; Hon. Elihu Root, honorary president of the National Security League, testified that he had no knowledge of the issuance of the chart nor of the fact that it was contemplated until he received a copy of it through the mail. He further said that in some respects the chart was misleading and was incorrect, and had done injustice to Members of Congress, and that had he known such a chart was contemplated it would not have met with his approval. Hon. Alton B. Parker, honorary vice president of the league, testified that immediately upon its being called to his attention he protested that it was unfair and unjust, and demanded that it be corrected. He was unable to secure a correction of it.

Your committee reports that the eight measures which he (Orth) selected in the chart as vital tests were in many instances measures which reflected party policies rather than national issues of patriotic import; that six of the eight measures antedated our entrance into the war, in some instances more than a year. But little concern, if any, was given to the records of Congressmen made after the United States became a party to the war.

In the judgment of your committee the National Security League has violated the provisions of that act (Federal corrupt practices act), the penalty for which is a fine of not more than \$1,000 or imprisonment not longer than one year, or both.

PRESIDENT WILSON'S INDORSEMENT.

If any further evidence is needed that these slanders against my war record are unfounded, the fact that the Commander in Chief of the Army and Navy, the President of the United States, sent the following telegram to a constituent of mine, while the war was in progress, ought to satisfy any doubting one:

[Western Union telegram.]

Dr. Z. T. MALABY,
Pasadena, Calif.:

I am glad to say in reply to your inquiry that Mr. RANDALL'S course in Congress has proved of the highest value to the country, and that I should deem it a distinct loss at this critical time if he were not returned.

THE WHITE HOUSE,
Washington, D. C., October 28, 1918.

WOODROW WILSON.

POSTAL EMPLOYEES' PENSIONS AND SALARIES.

As a member of the Committee on the Post Office and Post Roads, I have taken much interest in measures designed to improve the condition of the employees of that service. I have long been a supporter of a just and liberal pension or retirement plan for postal workers, and for liberal increases in salaries which have always been ridiculously inadequate in comparison with the character of service required.

According to the official statement recently issued by the American Federation of Labor, my voting record in the House of Representatives is perfect, or 100 per cent favorable on humanitarian and labor measures. The federation publishes a list of 31 such bills in the Sixty-fourth, Sixty-fifth, and Sixty-sixth Congresses, upon which my vote is given as favorable to the cause of the worker in every case.

ELABORATE POSTAL SERVICE DELIVERY.

If I may for a moment refer to local conditions, the ninth congressional district of California has a more elaborate system of rural free delivery mail routes and free mail delivery in towns under 2,500 population than any other district in the United States. The total number of rural routes is 50, the total miles traversed daily 1,282, and the number of families supplied daily 19,030. The increase during my service in Congress has been 12 new routes, 313 additional miles, on which 3,316 additional families are served daily. Besides this a large number of extensions of old routes have been made, so that probably 5,000 additional families have been supplied with this service during my term in Congress. New routes are soon to be established at Baldwin Park; also from Saugus through Soledad and Mint Canyons to Acton.

In addition to this comprehensive Rural Delivery Service, seven towns in the district under 2,500 population have upon my recommendation been given the benefits of free delivery of mail exactly like the delivery service of the largest cities in the country. These towns are Azusa, Burbank, Covina, Glendora, San Dimas, San Fernando, and Sierra Madre. It is proposed now to add Claremont and Watts to the above list.

PASADENA POSTAL DISTRICT.

An extensive postal district has been created at Pasadena, which has resulted in much improvement of the service of the adjacent cities like South Pasadena, Lamanda Park, Altadena, and San Rafael Heights, and giving Pasadena business interests direct communication with a vastly increased population.

FEDERAL BUILDING AT LONG BEACH.

An appropriation of \$250,000 for the construction of a Federal building on a site which the Government owns on American Avenue in Long Beach, passed the House of Representatives during my service here, but failed in the Senate upon approach of the war. I have reintroduced this bill, increasing the amount needed to \$500,000. A bill is also pending for \$250,000 to provide a Federal building at Pomona. Frankly speaking, the condition of Government finances is such that early action may not be expected on these bills, but I shall be alert to secure the earliest possible consideration and recommendation for their passage.

LIQUOR ADVERTISING BARRED FROM MAILS.

Early in my first term I secured adoption by the Post Office Committee, of which I am a member, of an act to deny the use of the mails to any kind of liquor advertising. This became a law as an amendment to the Post Office bill, and destroyed the vast business of mail-order liquor houses in the prohibition States.

WIDE VARIETY OF BILLS INTRODUCED.

Beginning at the opening of the Sixty-fourth Congress in 1915, the following are a few of the measures which I have presented in Congress, many of which have now become the law of the land:

H. J. Res. 166. Investigation of gasoline situation with hearings, which aroused widespread interest and prevented increase in prices.

H. R. 16791. Prohibition in Hawaii, which afterwards became a law.

H. R. 9227. To prohibit issuance of Federal liquor licenses in prohibition States.

H. R. 280. To divest intoxicating liquors of their interstate character in transportation.

H. R. 279. To prohibit use of mails in promoting and advertising liquor traffic, which afterwards became a law.

H. R. 16941. To appropriate \$2,000,000 to send bread instead of bullets to starving people of Mexico.

H. R. 6814. To exclude intoxicating liquors from national parks.

H. R. 10848. To promote direct dealing between producer and consumer by use of parcel post, the system now being in extensive operation in eastern States.

H. R. 12104. To provide meter appliance to imprint evidence of prepayment of first-class postage, which has become a law, and is of great value to business firms using the mails extensively.

H. R. 11418. To place post-office laborers under the protection of the civil service, which has become a law.

H. R. 16239. To create the Sierra Madre National Park.

H. J. Res. 2. To amend the Constitution of the United States providing for national prohibition, now the eighteenth amendment.

H. R. 4356. To prohibit use of agricultural food products in manufacture of intoxicating liquors, which became the war prohibition amendment upon my motion in the House of Representatives.

June 14, 1917, House adjourned, on Mr. RANDALL'S motion, in honor of Flag Day.

H. R. 14471. To restore protective tariff duty on citrus fruits of 1½ cents per pound, now included in emergency tariff bill, amended to 1¼ cents. This is the only citrus tariff bill introduced in the present Congress.

H. R. 7113. To prohibit transportation of intoxicating liquors into prohibition States, Territories, and districts, now known as the Reed amendment.

H. R. 11932. To prohibit importation, exportation, or interstate shipments of alcoholic liquors.

H. R. 6965. To reduce hours of night work in Postal Service.

January 10, 1919. Appointed on committee for memorial service for ex-President Roosevelt.

H. R. 14914. To furnish adjutant generals of States with names, addresses, and records of all men who served in World War.

H. R. 15777. To provide for flood control and utilization of power and water of Colorado River.

H. R. 14077. To create a commission to be known as the Federal motion picture commission, to censor motion pictures.

H. R. 10877. To authorize air mail service between New York and Pacific coast, now in daily operation.

H. R. 8063. To publish violations of the eighteenth amendment by American citizens in China, which would stop invasion of that country by American brewers.

H. J. Res. 108. To provide for uniform laws on marriage and divorce in various States.

H. Res. 139. To prevent Toledo, Ohio, prize fight on Nation's birthday, during the war, between notorious war slackers.

H. R. 11955. To amend law to exclude from mails fraudulent devices and lottery paraphernalia.

H. Res. 519. To increase size of parcel-post packages, to encourage direct transactions between producer and consumer.

H. R. 14470. To make Volstead Act applicable to Philippine Islands.

The above list does not include bills granting pensions, of which over 20 have become laws, or to bills relating to appropriations or legislation concerning individual cities or communities.

EXTENSION OF REMARKS

OF

HON. CHAS. POPE CALDWELL,

OF NEW YORK,

IN THE HOUSE OF REPRESENTATIVES,

Tuesday, January 4, 1921.

Mr. CALDWELL. Mr. Speaker, under leave granted me on January 4, I desire to print the following:

I have served in the Congress of the United States throughout the whole of the war period and no man can say that I have ever shirked my duty toward, nor temporized in the least in any matter affecting, the enemies of America nor would I even now palliate a wrong perpetrated upon this country by the Imperial German Government or any of its citizens. I believe that the cause of America was the cause of mankind. We entered it to prevent the possible invasion of our territory by a yellow race at the instigation of the Imperial German

Government and we announced that we would fight for the cause of humanity without any desire of personal gain.

In furtherance of our desires we passed an act entitled, "An act to define, regulate, and punish trading with the enemy, and for other purposes," which was approved October 6, 1917, under and by virtue of which the proper officers of this Government seized the property of alien enemies not resident in the United States in large quantity. On December 31, 1920, there was in the hands of the Alien Property Custodian or the Secretary of the Treasury in round numbers, based upon valuation at time of seizure or sale price, the following:

Cash	\$171,163,000
Stock	94,426,000
Bonds	56,725,000
Mortgage	8,605,000
Notes receivable	1,785,000
Accounts receivable	20,137,000
Real estate	8,622,000
Miscellaneous	57,958,000
Total	418,824,000

Much of this has been illegally seized, and is even now refundable. It can be recovered if properly claimed.

It is to return this private property (seized during the war, for the dual purpose of protecting the commercial interests of those who had with confidence traded or invested their capital in this country, and to prevent a use of these funds by the enemy in its war against the United States) that I have introduced this bill which I ask to have read:

A bill (H. R. 15493) to provide for the return to the original owners of money and property seized under an act entitled "An act to define, regulate, and punish trading with the enemy, and for other purposes," approved October 6, 1917, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all money and property of every kind and character heretofore seized or taken over by the Alien Property Custodian under an act entitled "An act to define, regulate, and punish trading with the enemy, and for other purposes," approved October 6, 1917, or the proceeds of any such property where same has been sold and now held by the Alien Property Custodian or by the Treasurer of the United States, shall be immediately released and returned to the original owner, or, where the original owner is deceased or incompetent, to his heirs or legal representatives.

SEC. 2. That all necessary orders for the release and return of all such money and property to the original owners, or their heirs or legal representatives, as provided in this act, shall be made by the Alien Property Custodian, subject in each instance, however, to the approval of the Attorney General, and the Attorney General is empowered and directed to render every possible legal assistance to the Alien Property Custodian in carrying this act into effect, and the Attorney General is empowered and directed to approve all orders made by the Alien Property Custodian for the release and return of property hereunder, when, in the opinion of the Attorney General, such orders are in accordance with this act, and the Treasurer of the United States is authorized and directed to honor all such orders of the Alien Property Custodian, when approved by the Attorney General, as regards all money heretofore seized or taken over by the Alien Property Custodian under said trading with the enemy act, or the proceeds of property where sold, and now held by the Treasurer of the United States.

SEC. 3. That before ordering the return of any money or property hereunder the Alien Property Custodian shall require the claimant to show that he is not indebted to the United States for income or other taxes or otherwise, or if he is so indebted, the amount of such indebtedness shall be withheld by the Alien Property Custodian and paid over to the Treasurer of the United States in payment of such indebtedness.

SEC. 4. That all acts or parts of acts in conflict with this act are hereby repealed.

The war between the United States of America and the Imperial German Government is ended in fact, and I believe if the question is properly presented to the courts in a case where they have jurisdiction, it will be decided that it is ended at law.

Wars are ended by many ways; the most satisfactory way is by treaty, but the books record numerous instances where it has been held that wars were ended when sufficient time had elapsed after hostilities had ceased as to lead one to reasonably believe that they would not recur. Certainly in so far as hostile conduct on the part of either the United States or the Imperial German Government is concerned there will be no more war until new cause arises.

All other countries that were associated with us have made peace and resumed commercial relations with Germany. Great Britain has gone so far as to pass a restoration act by which the seized property of enemy aliens has been returned to their rightful owners.

It took us nearly three years to make up our minds to get into the war after it began, and it now appears that it will take us an equal length of time after it is ended to get out.

It has been said—

International law recognizes a clear right on the part of belligerents, after war starts, to interdict all trade and communication with the enemy. It recognizes the right to capture the ships and the property of the enemy upon the high seas, engaged in such trade, as prizes of war, and to confiscate the same. In such case the enemy forfeits his property because he has, since the war started, been engaged in trading with the enemy, to the detriment of the belligerent making the capture. The forfeiture is properly visited upon him for helping the enemy by attempted trading during hostilities.

But the property seized by the Alien Property Custodian was not of this class.

The alien enemy property which we have taken over during the war falls under one of three classes:

(1) That taken by authority of the act of May 12, 1917, when we seized the German ships in our harbors. By the very act provision was made for the appraisal of the property so seized, which said appraisal was made competent evidence in all proceedings on any claim for compensation, and the Supreme Court of the District of Columbia has permanently enjoined the sale of such property, notwithstanding the seizure and claim of ownership by the Government, on the ground that such sale was not authorized by any act of Congress. If the court was right in its decision, then the surrender of certain of these ships to Great Britain was not authorized by law.

(2) The act of March 28, 1918, under and by virtue of which certain property of the North German Lloyd and Hamburg-American Line was seized, valued at approximately seven millions of dollars.

The bill which I propose does not seek to dispose of property seized under these two acts.

The third was the act of October 6, 1917, under and by virtue of which the property heretofore scheduled was seized and is now held, either in its original form or the proceeds of the sale thereof, if it was converted into cash under the act of March 28, 1918, in trust for the benefit of the original holders.

I believe this trust is both a legal and moral obligation binding upon the United States.

It is a moral obligation because of the announced policy of the Government at the time it entered the war and because of the assurance made by those Members of the Senate and the House who had charge of the legislation. The peoples of all of the world confidently expect us to live up to such policy and we must respect the opinion of mankind. In addition to this, civilized countries of the world have for several hundred years pursued the policy of restoring such seized property after the termination of hostilities, but beyond and above all these there is written into the fundamental law of our land, the Constitution of the United States, this provision:

Nor shall private property be taken for public use without just compensation.

It is highly probable, however, that the Supreme Court of the United States would decline to take jurisdiction of any case raising the legality of the seizure or the obligation to return the property or its value, but would follow the rule laid down in *Brown against The United States*, reported in Eighth Cranch, 109. If I thought otherwise, I would not have introduced the bill, but having come to the conclusion that we have a moral and legal obligation to discharge and that the only means by which said obligation can be discharged is an act of Congress, I respectfully submit to my colleagues the justice of immediately passing this bill or one of similar purport.

I have studied the law for many years and have learned to appreciate the wisdom of following sound, legal precedent.

In order that the Members of the House may have in convenient form some authority for the action I propose, I have set out below some quotations which I think are pertinent.

The gentleman from Virginia, Mr. MONTAGUE, and the gentleman from Connecticut, Mr. HILL, discussed the bill under which these seizures were made, and their debate can be found on page 4844 et seq. of volume 55, part 5, CONGRESSIONAL RECORD, Sixty-fifth Congress, first session, from which I quote:

Mr. HILL. Then, as I understand it, it is practical confiscation now, but subject to the courtesy and kindness of Congress after the war is over, so far as actual money is concerned, but giving a legal right to recover in case of patents.

Mr. MONTAGUE. Not confiscation at all. The Government will act, if I may use the legal term, as bailie. It will take this property and invest it in the best security in the world. It will take property which does not belong to debtors in this country, and who may not be solvent at the end of the war, and hold it for final disposition after the war. In other words, the Government undertakes to do by these enemy creditors better than the resident debtors or such enemy creditors could do for themselves.

Mr. HILL. That might be. I do not want to take the gentleman's time, but I want an understanding of this situation, because it is true that we shall in the future, as in the past, probably be applicants for the investment of foreign funds in the development of the industries and the railroad situation of the country, and no one needs it more than the railroads now. What position are we going to be in if we confiscate the stocks and bonds owned abroad and put the dividends and interest into the Treasury of the United States to hold, to invest, to sell, and make no provision whatever at the time we do it that there shall be at least a prescribed legal way for the owner to come back and make claim against the United States?

Mr. MONTAGUE. I think the gentleman's assumption that the bill authorizes confiscation is a violent one.

Mr. HILL. I want this country to so fairly and justly protect the foreigner that in the years to come, when we go, as individuals and corporations, in your State and my State, and other States of the Union will go, to Europe to solicit funds, as they have done in the past, we will not be met with the reply that we have confiscated property.

Mr. MONTAGUE. If the act does not permit the debtors of these dividends to retain them there is no injury to their rights, for their right is to pay it over to the owner, and when that owner is an enemy the Government steps in to forbid such payment.

Mr. HILL. Of course, there is not, but it is an injustice for the Secretary of the Treasury to have authority to invest in any form that he sees fit in Government funds, and then not return that money when the war is over until Congress shall provide how it shall be done or whether it shall be done at all or not.

Mr. MONTAGUE. Of course, the gentleman may take a case that he feels would be better conducted by doing as he suggests, but all of these debtors are not Pennsylvania railroads. No one can foretell the status of business in the era now facing us, and therefore I submit that if the United States should become the custodian of this property it would protect rather than jeopardize the interests of the enemy creditors.

Mr. HILL. Why not permit it to be placed in the bill, and not say, as this bill does, that we will invest it for our own benefit, and perhaps, by and by, five years from now, after the war is over, Congress may take some action for their relief.

Mr. MONTAGUE. My individual views are that by impounding this property it is made to serve the interests of America in this great struggle, and, at the same time, its final and honest payment to the creditor is made more secure.

I also quote from House Report No. 85 of the Sixty-fifth Congress, first session:

Moreover, the preservation of enemy property by governmental agencies is to the best interest of the enemy subject himself. The fortune of trade in time of war renders precarious the solvency of debtors or holders of property, and the assumption of the debt or custody of the property by the Government gives the enemy, or ally of enemy, the best possible protection.

And Senate Report No. 113, Sixty-fifth Congress, first session:

Under the old rule warring nations did not respect the property rights of their enemies, but a more enlightened opinion prevails at the present time, and it is now thought to be entirely proper to use the property of enemies without confiscating it. * * * The most novel and important feature of the bill is the requirement that all money and quick assets paid over to the Government shall be invested in United States bonds. So far as known, this is an entirely new provision, contained in no previous statute. It is in line, however, with the modern and advanced lenient policy with reference to private property in time of war. By this means enemy property is temporarily conscripted by the Government to finance the Government through investment in these bonds, and to be paid back to the enemy or otherwise disposed of at the end of the war, as Congress shall direct. In other words, we fight the enemy with his own property during the war, but we do not permanently confiscate it. This temporary conscription of enemy property is also conservation of enemy property, for it takes the property from the hands of debtors or agents, as to whose solvency the enemy would otherwise be obliged to assume the risk, and it invests the property in the safest security in the world—bonds of the United States—or deposits it in Government depositories.

I quote from the opinion of Mr. Justice Marshall in the case of *Brown v. The United States*, above referred to, in which he says:

Respecting the power of government, no doubt is entertained. That war gives the sovereign full right to take the persons and confiscate the property of the enemy wherever found, is conceded. The mitigations of this rigid rule, which the humane and wise policy of modern times has introduced into practice, will more or less affect the exercise of this right, but can not impair the right itself. That remains undiminished, and when the sovereign authority shall choose to bring it into operation, the judicial department must give effect to its will. But until that will shall be expressed, no power of condemnation can exist in the court.

Chiefly, after stating the general right of seizure, says: "But, in strict justice, that right can take effect only on those possessions of a belligerent which have come to the hands of his adversary after the declaration of hostilities. The modern rule, then, would seem to be that tangible property belonging to an enemy and found in the country at the commencement of war ought not to be immediately confiscated; and, in almost every commercial treaty, an article is inserted stipulating for the right to withdraw such property."

And again he says:

This usage is a rule which the sovereign follows or abandons at his will; the rule, like other precepts of morality, of humanity, and even of wisdom, is addressed to the judgment of the sovereign; and although it can not be disregarded by him without obloquy, yet it may be disregarded.

And he also says:

Nor can reason be perceived for maintaining that the public faith is more entirely pledged for the security of property trusted in the territory of a nation in time of peace, if it be accompanied by its owner, than if it be confided to the care of others.

Another interesting case was that of *Briggs v. The United States* (143 U. S., 346), and I quote from the opinion of Mr. Justice Field:

In *Brown v. United States*, 8 Cranch, 110, 122, 123, the court said that it was conceded that war gives to the sovereign full right to take the persons and confiscate the property of the enemy wherever found, and observed that the mitigations of this rigid rule, which the humane and wise policy of modern times had introduced into practice, might more or less affect the exercise of this right, but could not impair the right itself.

Substantially the same thing was said in *Young v. United States*, 97 U. S., 39, 60: "All property," was the language of the court in that case, "within enemy territory is in law enemy property, just as all persons in the same territory are enemies. A neutral owning property within the enemy's lines holds it as enemy property, subject to the laws of war, and if it is hostile property, subject to capture."

In *Ware v. Hylton*, 3 Wallace, 198, Mr. Justice Wilson had this to say:

When the United States declared their independence, they were bound to receive the law of nations, in its modern state of purity and refinement. By every nation, whatever its form of government, the confiscation of debts has long been considered disreputable; and we know that not a single confiscation of that kind stained the code of any of the European powers who were engaged in the war which our revolution produced. Nor did any authority for the confiscation of debts proceed from Congress (that body which clearly possessed the right of confiscation as an incident of the powers of war and peace), and, therefore, in no instance can the act of confiscation be considered as an act of the Nation.

In the case of *Hanger v. Abbott* (73 U. S., 532), Mr. Justice Clifford speaks of the doctrine in this fashion:

In former times the right to confiscate debts was admitted as an acknowledged doctrine of the law of nations, and in strictness it may still be said to exist, but it may well be considered as a naked and impolitic right, condemned by the enlightened conscience and judgment of modern times.

One of the greatest horrors to the Anglo-Saxon mind that occurred during the war was the breaking by Germany of its solemn treaties. If it was abhorrent on the part of the Imperial German Government to disregard its treaties, how much more so would it be upon the righteous United States? In the treaty between the United States and Prussia of May 1, 1828, are to be found the following provisions:

If war should arise between the two contracting parties, the merchants of either country then residing in the other shall be allowed to remain nine months to collect their debts and settle their affairs, and may depart freely, carrying off all their effects without molestation or hindrance.

And also:

And it is declared that neither the pretense that war dissolves all treaties, nor any other whatever, shall be considered as annulling or suspending this and the next preceding article; but, on the contrary, that the state of war is precisely that for which they are provided, and during which they are to be as sacredly observed as the most acknowledged articles in the law of nature or nations.

This treaty it so happens was once the subject of a decision in the Supreme Court of the United States in *Paquette Habana* (175 U. S., 677). Mr. Justice Gray speaking for the court said:

In the treaty of 1785 between the United States and Prussia, article 23 (which was proposed by the American commissioners, John Adams, Benjamin Franklin, and Thomas Jefferson, and is said to have been drawn up by Franklin) provided that if war should arise between the contracting parties "all women and children, scholars of every faculty, cultivators of the earth, artisans, manufacturers, and fishermen, unarmed and inhabiting unfortified towns, villages, or places, and in general all others whose occupations are for the common subsistence and benefit of mankind, shall be allowed to continue in their respective employments, and shall not be molested in their persons; nor shall their houses or goods be burned or otherwise destroyed, nor their fields wasted, by the armed forces of the enemy, into whose power by the events of war, they may happen to fall; but if anything is necessary to be taken from them for the use of such armed force, the same shall be paid for at a reasonable price." (8 Stat. 96, 1 Kent "Com." 91 note; Wheaton's "History of the Law of Nations," 306, 308.) Here was the clearest exemption from hostile molestation or seizure of the persons, occupations, houses, and goods of unarmed fishermen inhabiting unfortified places. The article was repeated in the later treaties between the United States and Prussia of 1799 and 1828: Stat. 174, 383.

America must not live only to the letter of her treaties; she must live also up to the full spirit in which they were negotiated and the object that they sought to attain. In the treaties negotiated by the United States with France, Holland, Morocco, and Great Britain the principle set out in the Prussian treaty has been followed. In the treaty with Great Britain of November 19, 1794, in the most solemn manner the English-speaking countries of the world announce the view that it was most unjust and impolitic that debts and engagements contracted and made by individuals through confidence in each other and in their respective governments should ever be destroyed or impaired by national authority on account of war. In speaking of this provision of the treaty with Great Britain, Mr. Hamilton said:

No powers of language at my command can express the abhorrence I feel at the idea of violating the property of individuals, which, in an authorized intercourse in time of peace, has been confided to the faith of our government and laws, on account of controversies between nation and nation.

It would have been an inestimable gem in our national Constitution had it contained a positive prohibition against such a practice, except, perhaps, by way of reprisal for the identical injury on the part of another nation.

There is, indeed, ground to assert that the contrary principle would be repugnant to that article of our Constitution which provides that "no State shall pass any law impairing the obligation of contracts." The spirit of this clause, though the letter of it be restricted to the States individually, must, on fair construction, be considered as a rule of the United States; and if so, could not easily be reconciled with the confiscation or sequestration of private debts in time of war. But it is a pity that so important a principle should have been left to inference and implication, and should not have received an express and direct sanction.

This position must appear a frightful heresy in the eyes of those who represent the confiscation or sequestration of debts as our best means of retaliation and coercion, as our most powerful, sometimes our only, means of defense.

But so degrading an idea will be rejected with disdain by every man who feels a true, well-informed national pride; by every man who recollects and glories that in a state of still greater immaturity we

achieved independence without the aid of this dishonorable expedient; that even in a revolutionary war, a war of liberty against usurpation, our national councils were too magnanimous to be provoked or tempted to depart so widely from the path of rectitude; by every man, in fine, who, though careful not to exaggerate, for rash and extravagant projects, can nevertheless fairly estimate the real resources of the country, for meeting dangers which prudence can not avert.

Such a man will never endure the base doctrine that our security is to depend upon the tricks of a swindler. He will look for it in the courage and constancy of a free, brave, and virtuous people—in the riches of a fertile soil—an extended and progressive industry—in the wisdom and energy of a well-constituted and well-administered government—in the resources of a solid, if well-supported, national credit—in the armies which, if requisite, could be raised—in the means of maritime annoyance, which, if necessary, could be organized, and with which we could inflict deep wounds on the commerce of a hostile nation. He will indulge an animating consciousness that while our situation is not such as to justify our courting imprudent enterprises, neither is it such as to oblige us, in any event, to stoop to dishonorable means of security, or to substitute a crooked and piratical policy for the manly energies of fair and open war.

It is, however, in "Camillus" letter 19 that Hamilton uses his most powerful argument in support of the proposition that nations have no natural right to confiscate individual enemy property found within their boundaries in case of war, as follows:

The right of holding or having property in a country always implies a duty on the part of its Government to protect that property and to secure to the owner the full enjoyment of it. Whenever, therefore, a Government grants permission to foreigners to acquire property within its territories, or to bring and deposit it there, it tacitly promises protection and security.

The property of a foreigner placed in another country by permission of its laws may justly be regarded as a deposit, of which the society is the trustee. How can it be reconciled with the idea of a trust, to take the property from its owner when he has personally given no cause for its deprivation?

Moreover, the property of the foreigner within our country may be regarded as having paid a valuable consideration for its protection and exemption from forfeiture; that which is brought in commonly enriches the revenue by duty of entry. All that is within our territory, whether acquired there or brought there, is liable to contributions to the Treasury, in common with other property. Does there not result an obligation to protect that which contributes to the expense of its protection? Will justice sanction, upon the breaking out of war, the confiscation of property which, during peace, serves to augment the resources and nourish the prosperity of a State?

When it is considered that the promise made to the foreigner is not made to him in the capacity of a member of another society, but in that of citizen of the world, or of an individual in the state of nature, the information of it toward him, on account of the fault, real or pretended, of the society to which he belongs is the more obviously destitute of color. There is no real affinity between the motive and the consequence. There is a confounding of relations. The obligation of a contract can only be avoided by the breach of a condition expressed or implied which appears or can be presumed to have been within the contemplation of both parties, or by the personal fault or crime of him by whom it is to be performed.

Text writers upon this subject seem to agree with Mr. Hamilton. In Hall's "International Law," sixth edition, page 431, we find this:

Property belonging to an enemy which is found by a belligerent within his own jurisdiction, except property entering territorial waters after the commencement of war, may be said to enjoy a practical immunity from confiscation; but its different kinds are not protected by customs of equal authority, and although seizure would always now be looked upon with extreme disfavor, it would be unsafe to declare that it is not within the bare rights of war.

In Wheaton's *Opere Citato*, part 4, chapter 1, this:

It appears, then, to be the modern rule of international usage that property of the enemy found within the territory of the belligerent State, or debts due his subjects, by the Government or individuals, at the commencement of hostilities, are not liable to be seized and confiscated as prize of war. This rule is frequently enforced by treaty stipulations, but unless it be thus enforced it can not be considered as an inflexible, though an established, rule. "The rule," as it has been beautifully observed, "like other precepts of morality, of humanity, and even of wisdom, is addressed to the judgment of the sovereign—it is a guide which he follows or abandons at his will; and although it can not be disregarded by him without obloquy, yet it may be disregarded."

If there be any who because of animus would disregard the solemn treaty made with Prussia, let me remind him of the provision of the Constitution of the United States, article 6, clause 27 of which provides:

This Constitution, and the laws of the United States which shall be made in pursuance thereof, and all treaties made, or which shall be made, under the authority of the United States, shall be the supreme law of the land.

And whether we believe that Prussia, were she the victor and not the vanquished, would have adhered to the provision of her treaty with America or not, we owe a solemn duty to posterity to fulfill our treaty obligations in order that mankind may be assured in all the generations that are to come that the pledges of the United States and the American people solemnly made through their proper representatives will be fulfilled regardless of the consequences.

I hope, therefore, Mr. Speaker, that the Committee on Interstate and Foreign Commerce, to whom this bill has been referred, will ask the Secretary of the Treasury and the Alien Property Custodian for a report upon the bill and will set an early date for the hearing in order that this Congress, which

has by its votes in the past shown that it believes the war to be over, may begin to take steps to fulfill its treaty obligations, carry out its solemn promises, and restore that which has been taken, so that commerce between this country and all the world may be resumed and that we may demonstrate our desire to be fair and just to our enemies as well as kind to our friends.

I will be glad to discuss this bill with anyone who may be interested in it, and I hope before many days it may become law.

EXTENSION OF REMARKS

OF

HON. ERNEST R. ACKERMAN,

OF NEW JERSEY,

IN THE HOUSE OF REPRESENTATIVES,

Tuesday, January 11, 1921.

Mr. ACKERMAN. Mr. Chairman, I move to strike out the last two words. I do this because I desire to call the attention of the country to certain activities of the Civil Service Commission which tend to bring into question the efforts of the House of Representatives toward cutting down expenses by reducing the number of Government employees in the District of Columbia.

During December last, while walking through one of the main corridors of the City Hall station of New York City post office, I was impressed by a notice posted on one of the chutes for receiving mail, which read as follows:

Stenographers and typists. Government urgently needs hundreds of you in Washington, permanent positions, good salaries; opportunity to acquire higher education by night study. See representatives of Civil Service Commission at post office or courthouse, any city.

Upon my return to Washington I communicated with the office of the Civil Service Commission and was told that the advertisement had been posted by the commission's instructions. I did not wish to comment on the notice until sure it had the commission's official sanction and knowledge.

During recent years the public frequently has heard of conditions which have been described as an usurpation of authority by different Government officials and agencies. Such charges, I believe, have even been laid at the door of Congress. The advertisement above referred to, in my estimation, gives the impression that the economies being put through by Congress are crippling the Government.

We who are here know there is no urgent need for more stenographers and typists in any of the Government departments in this city. Otherwise this bill would have made provisions for their engagement instead of omitting items by means of which more than 10,900 clerks will have been separated from the service on or before the 1st of July.

The fact of the matter is the Civil Service Commission does not really intend to give the impression the advertisement gives. What it wants to do is to fill its eligible registers of stenographers and typists in the \$900 to \$1,100 grades. Efficient help is hard to obtain at these salaries. This, however, does not justify the assertion that they are urgently needed in Washington at the present time. Nor can it excuse the commission from the responsibility of leading young men and women qualified for this kind of work to believe they can easily obtain appointments.

Mr. Chairman, the people are deadly in earnest about cutting down the running expenses of the Government and the lopping off of unnecessary clerks and other forces that have been swelling the pay rolls for the past five years. The public wants a stop put to all extravagances.

We all know work is falling off in most departments. If clerks are needed in some, either permanently or temporarily, why can not transfers be arranged, providing those now employed desire to remain in the Government service? I believe many of these clerks are glad to go home. On the other hand, many of them have become attached to the Capital and want to continue residing here. In some way, by some manner of means, they have contrived to meet expenses or hope to be able to do so in the near future.

Now, Mr. Chairman, I wish to assure the committee that I have nothing against the principle of civil-service employment. I have been for many years and am now an ardent advocate of this system as against the spoils system. In passing I may be permitted to say that I, as a senator of the State of New Jersey, sponsored the bill that gave to that State its first civil-service commission. My attitude against the workings of the commission therefore is not one of hostility, but of friendliness.

I do not like to see the usefulness of the Civil Service Commission impaired because of what seems to me to be misdirected zeal in the way of advertisements which certainly do give a wrong impression to those who read them.

In this connection I believe the following figures are of value, showing, as they do, the status of clerical employment by the Government in the District of Columbia at the close of 1920, as reported by the chairman of the subcommittee having charge of this bill:

Civil-service employees.....	86,000
Unclassified.....	4,000
Total.....	90,000

At one time during the war the classified list contained 117,000 names and the unclassified 8,000, so there has been a decrease since that time up to the present of 35,000. This bill actually separates 12,183 more from the service, but owing to the increases it also authorizes, amounting in all to 1,198, the net decrease in the civil-service lists will be 10,985. No provisions are made for the retention of about 1,000 clerks on the unclassified list.

In view of these figures the inconsistency of the advertisement referred to must be apparent to any intelligent person. The Civil Service Commission's desire to have well-filled registers from which qualified clerks may be drawn is commendable, but it does seem to me that other methods could be employed which would more correctly state what is desired by them. The public is entitled to know the facts. To my mind the advertisement does both the Civil Service Commission and the public an unintentional injustice, and to correct that impression is the reason for the making of this statement.

EXTENSION OF REMARKS

OF

HON. JAMES A. FREAR,

OF WISCONSIN,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, January 5, 1921.

Mr. FREAR. Mr. Speaker, in leave to extend my remarks, I desire to call attention to the remarkable performance of the House to-day in relation to the item appropriating \$1,250,000 for river terminals and to make up an anticipated loss of \$300,000 from operation of Government boats on rivers by the War Department.

If anything serves to condemn the entire proposal it is to be found in the fact that the continuing war powers of the Secretary of War over inland waterway transportation by virtue of the railway act is now fastened on the Government until it becomes so odorous that some other Congress will refuse to grant more appropriations for this riot of extravagance characteristic of the handling of commercial projects by the War Department, either in times of war or peace.

A point of order was made by me against the paragraph, which provides as follows:

For terminal dock, South St. Louis, Mo., \$400,000; cotton-handling equipment, Memphis, Tenn., \$60,000; terminal dock, New Orleans, La., \$400,000; storage bins for coal tipple, Cordova, Ala., \$40,000; cargo-handling facilities, Demopolis, Ala., \$25,000; mooring facilities, immigration station, Algiers, La., \$25,000; and for operation, \$300,000; in all, \$1,250,000.

This question was being argued on the floor when the chairman of the committee introduced a substitute amendment changing the form of the paragraph only by striking out an insignificant item of \$25,000 and inserting the words "interchangeable" prior to each separate item relating to docks. As quickly as recognition could be secured from the Chair, I made a point of order against the proposed amended section, and thereafter against the section as amended, and then sought to strike out the paragraph. This is all that could be done, and the refusal to permit the point of order to be raised against the amendment or to permit the motion to be considered to strike out the paragraph, as shown by to-day's Record, are matters with which the taxpayers of the country are more concerned as a whole than any individual Member of Congress. The plea was in their behalf entirely, and a Republican administration that proposes to economize and to eliminate unworthy projects in appropriation bills is on trial and our Democratic friends may point to this record of wasteful extravagance in the sundry civil bill as a proposition never put over or even attempted before by any Democratic Congress in all history.

No such appropriation ever appeared before in any bill passed by Congress.

It contemplates the beginning of a program for building terminals and whatever loading devices may be desired at any point on any river where the Government hereafter may choose to operate a flatboat. It means that the principle of the public buildings and river and harbor pork barrel will be emphasized by every river point that can get a terminal dock or other landing place built by the Government. One million two hundred and fifty thousand dollars is carried by this bill, and this is only a drop in the bucket and does not begin to care for St. Louis, New Orleans, and some of the other points that have always demanded huge waterway appropriations and have received enormous payments from the Federal Treasury.

OUR WASTEFUL RECORD.

Specifically stated, the Government has appropriated and spent a golden stream of money on the Mississippi River, reaching between \$160,000,000 and \$175,000,000. Not one private boat line carrying traffic any considerable distance exists on that river, and the Mississippi River is the best river for boats in this or any other country to-day. Barnhardt, the barge river man from Europe, a recognized authority, has stated that the Mississippi River from St. Louis to the Gulf is sufficient for all waterway purposes and incomparably better than the Rhine, yet the Rhine prior to the war carried over 35,000,000 tons of commerce every year on a "narrow, tortuous stream," to use his words, while the Mississippi is practically abandoned. Before one dollar was spent by the Government for river improvements the Mississippi River was covered with boats loaded with passengers and freight, and yet to-day it is abandoned and will continue to be deserted.

It was stated during the war that the War Department sought to relieve congestion on railways by building barges, and so we embarked on a barge proposition on the Black Warrior and lower Mississippi Rivers until, as shown by page 1120 of the sundry civil appropriation bill hearings, Sixty-sixth Congress, third session, the Government has spent \$7,243,312.25 for barges and towboats on the lower Mississippi River alone. On the Black Warrior River we have also expended for boats, according to the same hearings, \$1,887,954.53. This is apart from about \$10,000,000 spent by the Government to make the river navigable.

To show the waste in public funds already reported, page 1115 of the hearings shows that the Government's operating deficit on the Mississippi and Black Warrior Rivers for the year 1919 was \$740,782.59, and the loss on the New York Barge Canal was \$160,718. In other words, the Government has furnished two rivers and lined their bottoms with about \$175,000,000 in gold taken from the taxpayers and thereafter we built and expended over \$9,000,000 for boats with which to operate the stream and have secured a deficit, or loss, of about three-quarters of a million dollars on the Mississippi and Warrior streams last year. That is governmental business methods with a vengeance.

COL. GOLTRA'S CONTRACT.

It is also a matter of record that a contract with Col. Edward F. Goltra, of the city of St. Louis, was made by the War Department on May 28, 1919, whereby the Government agreed to build a fleet of towboats and barges for the use of Goltra, at a cost of \$3,860,000, to use on the upper Mississippi River.

It is provided therein that Goltra lease the boats and may charge rates for freight "not in excess of the prevailing rail tariffs—and not less than the prevailing rail tariffs"—without consent of the Secretary of War, "but nothing therein shall be deemed to prevent the most profitable and most advantageous use of said vessels being made, provided the Secretary of War consents to such use other than as common carrier."

In a letter received from the War Department dated November 29, 1920, relating to this lease the chief engineer says of this Goltra lease:

So far there has been no service on the upper Mississippi as the fleet has not yet been completed. It is hoped that the entire fleet will be ready for operation next year. The barges are especially adapted to carrying coal and ore and not well suited for carrying other freight.

In other words the War Department is spending nearly \$4,000,000 or possibly much more in building boats for the use of Goltra, of St. Louis, who has an iron foundry and has the boats to carry coal and ore to his foundry for his use alone. No competitive bidding and no other leases were ever made by the War Department.

I do not care to comment personally upon Col. Goltra or his position as Democratic national committeeman from Missouri, but will submit brief extracts from hearings before the Sub-

committee of the Committee on Privileges and Elections, United States Senate, Sixty-sixth Congress, indicating his position during the last campaign as a representative of the administration in Missouri and his influence as an attorney, although never admitted to practice at the bar. This is disclosed by page 2848 of the hearings and shows his ability to secure back from the Government \$162,000 that had been paid as a fine and penalty for taxes, subsequently ordered remitted by Daniel C. Roper. An examination of this record carries its own argument.

So much for the Goltra contract which is in line with the whole miserable chapter of governmental financing by the War Department of Mississippi waterway ventures.

With this record before us, the House due to its action taken to-day in refusing to strike out the item of \$1,250,000 for terminals or permitting a vote thereon has taken a further step in loading another criminally wasteful proposition onto the Federal Treasury by providing terminals, cotton-handling equipment, storage bins for coal tipples, cargo-handling facilities, and a \$300,000 deficit fund for continuing our miserable program of Government operation of rivers to accommodate a few favored communities.

After wasting \$100,000,000 in round numbers on the Muscle Shoals water power, nitrate-fertilizer proposition, we tried yesterday to stop the enormous waste and heavy burden placed upon the taxpayers of the country by that project, and even that result was a close vote in committee and may be reversed by the efforts of the interests concerned before the bill is finally passed by the House.

THE DESERTED MISSISSIPPI RIVER.

The river proposition is equally bad when we are confronted with about \$175,000,000 of Government money spent on a deserted waterway, the finest in the world, and over \$9,000,000 in barges and towboats, some of which are for private interests and for private freight, and now to cap the climax we are entering upon a program which involves countless millions for docks, terminals, and loading devices at favored points on the river whether commerce exists or not, with an insignificant freight last year carried by Government barges at Government expense at a loss of over \$700,000 in 1919. For over 20 years we have been continually assured that more money dumped into the rivers would cause private parties to build boats on the river. When this was shown to be a fallacy the War Department during war built the boats and now we propose to have the War Department build terminals for favored cities without any likelihood of eventual success for the localities and none for the Government judging from all past history.

A moment's consideration will show the present enormous cost to the Government based on overhead expenses, interest on the amount invested, and constant pulling at the Federal Treasury for more funds by the parties who are chiefly interested in such expenditures.

HOW TO SECURE RIVER TRAFFIC.

The River Rhine carries commerce—35,000,000 tons annually—because the German Government, which controls both rails and waterways, decides that the heavier freight shall be carried on the waterways. That is a strong factor in maintaining the commerce on the Rhine. On practically every large American river of any size railroads run on one or both sides of the river, and by their superior handling of freight cut water-point rates and refusal to coordinate with boat traffic are able to drive privately owned vessels from the rivers. This is the history of every important river in the country, excepting those which carry deep-water vessels.

The return of the railways to private ownership emphasizes the hopelessness of waterway transportation in the future, and it is a peculiar fact that while men were shouting in the halls of Congress "paternalism" when the railroads were under consideration, Congress under the same bill was establishing an equally "paternalistic" and more objectionable system of Government boat traffic on our rivers. James Hill, the celebrated railroad man, is reported to have said that with a railway he could make a lily pond of any river or canal, due to possible discrimination in rates and quicker service assured by rail.

Personally, I have opposed these matters on the floor frequently in the past and have shown the hopelessness of river traffic under present conditions. If the Government, through the Interstate Commerce Commission or by any other means, could compel the railways to carry only the lighter freight along these streams and permit private parties to profitably carry coal, ore, and heavy freight in boats there might be some hope, but from experience of the past all money and Government efforts are now wasted.

No coal is carried from Pittsburgh to New Orleans by way of the Ohio and Mississippi Rivers; no coal is carried from

Illinois points north to St. Paul or south on the Mississippi River. Coal was once carried on both rivers successfully. Every natural condition favors such traffic to-day excepting the one fact that waterways have not been able to compete with the railways when the traffic is in the hands of private parties on both rail and waterways.

I have presented the fact that the House was not permitted to vote on a \$1,250,000 item that is a pure waste of public money granted only to favored localities, the same as many of our public buildings which have been erected as "monuments," not needed for public use.

TAKING THE PEOPLE FOR CRIMINAL WASTE.

I have not spoken of the \$5,000,000,000 in money the people must raise to meet Government expenses this coming year, or the problems that are before the taxation committee in trying to determine what means shall be employed for raising this enormous amount of money annually.

One hundred letters on my desk from candy manufacturers alone protest against taxing the "kiddies" candy, as proposed by Secretary Houston. It will take all the tax that can be raised from the "kiddies" candy and far more to provide for boats and barges used by Goltra and by the Government on the Mississippi River and for appropriations for that river, which reach from \$7,000,000 to \$10,000,000 every year.

Not enough money can be had from the "kiddies" candy to construct the docks and loading facilities at St. Louis, New Orleans, and every other conceivable point on the river that has influence enough to persuade Army engineers to expend money at those points. All Congress has to do and is doing is to spend the money, irrespective of the sources raised. The Democratic Party was driven out of power largely for its unparalleled record for waste and extravagance. No wasteful appropriations our Democratic friends ever made have surpassed in character the appropriation of \$1,250,000 for river docks, terminals, and operation losses that the House refused to strike out of the bill to-day.

Of course, the fact is apparent that New York, Philadelphia, Boston, Chicago, Duluth, Superior, and every other port in the country is entitled to equal consideration in the building of public docks, terminals, and transfer equipment at Government expense, although none have ever been so favored, and it is a significant fact that while all money contributed by taxpayers comes largely from these cities and States of the North, appropriations and expenditures on waterways by the Government largely find lodgment along the lower Mississippi and in like places.

I am content in having pointed out the wasteful proposition to the House and in having made a consistent and earnest effort to defeat a proposition that is a matter of no public use and can not be successfully defended by either Republicans or Democrats.

ADDENDA.

I have inserted a few extracts from Senate hearings that disclose the attitude of the War Department in reference to waterway expenditures. Gen. Black, Chief Engineer of the War Department, in 1919 made a contract with Edward Goltra, of St. Louis, agreeing to have the Government build barges and towboats at a cost of \$3,860,000 for Goltra's use in his business of making pig iron. The boats are only useful for coal and ore, according to the Chief of Engineers, and can only be used by Goltra, so the purpose of the War Department in making such lease can best be ascertained from the extracts here submitted: [Extract from testimony showing Mr. Goltra's political aid in 1920, from part 22, Presidential Campaign Expenses, pp. 2843-2848.]

THE CHAIRMAN (Senator KENYON). Did you attend any meeting of the Democratic committee men at St. Louis?

MR. GOLTRA. I did.

THE CHAIRMAN. I refer to one where checks were passed out.

MR. GOLTRA. I was there and I passed the checks.

THE CHAIRMAN. How many checks were passed out?

MR. GOLTRA. I have forgotten the total number of checks right now. I think the amount was 28 times \$150.

THE CHAIRMAN. Each one received \$150?

MR. GOLTRA. Dividing up the amount that I had amounted to \$150 for each committee man.

THE CHAIRMAN. You divided the money you had among the different committee men?

MR. GOLTRA. Yes; sir. I have the checks here.

THE CHAIRMAN. Twenty-eight of them. Well, let's see them.

MR. GOLTRA (handing checks to the chairman). Some of them you will see, Senator, are for different amounts, because some of the committee men were not present, and they said they would hand the money to the other committee men.

In the meanwhile I had spoken to Mr. Maffitt, one of our local Democrats here, and to Mr. Markham and to Mr. Wells, and I got contributions from them for this purpose—to make expenses of the committee.

Senator SPENCER. How much of this money did the different ones you mentioned contribute? Take Mr. Wells.

Mr. GOLTRA, Mr. Wells, Mr. Maffitt, and Mr. Markham.
 Senator SPENCER. How much did Mr. Wells contribute?
 Mr. GOLTRA. The amount that I went and asked them to give me was \$1 apiece.

Senator SPENCER. One dollar?

Mr. GOLTRA. Yes, sir.

Senator SPENCER. For each one of the committee men?

Mr. GOLTRA. Yes, sir.

Senator SPENCER. You don't mean Mr. Wells's contribution would be \$1?

Mr. GOLTRA. I mean that I asked them for \$1, so that I would be able to say, Senator, that this was money contributed by the Democrats here.

Senator SPENCER. Mr. Goltra, make the explanation afterwards. Tell us how much Mr. Wells, Mr. Maffitt, and Mr. Markham contributed, and then make the explanation.

Mr. GOLTRA. Mr. Wells has been away on his vacation and I have not been able to see him. He is back now. Mr. Wells has not contributed anything.

Senator SPENCER. How about Mr. Maffitt?

Mr. GOLTRA. I told you that Mr. Maffitt has contributed \$1, and I told you that Mr. Markham had contributed \$1.

The CHAIRMAN. So you collected \$2?

Mr. GOLTRA. I have collected \$2 so far, Senator.

The CHAIRMAN. So you contributed all but \$3?

Mr. GOLTRA. I contributed all—if I get the dollar from Mr. Wells—but \$3.

The CHAIRMAN. You put in something like \$3,000?

Mr. GOLTRA. Oh, more than that, Senator.

The CHAIRMAN. How much more than that?

Mr. GOLTRA. Well, I haven't figured it up, but it was something over \$4,000, isn't it?

Senator POMERENE. Twenty-eight checks at \$150.

Mr. GOLTRA. Twenty-eight times \$150 less the \$2—

Senator POMERENE. Four thousand one hundred and ninety-eight dollars.

The CHAIRMAN. From whom did you get the money yourself? Is it your own money?

Mr. GOLTRA. Yes; my own money.

EXTENSION OF REMARKS

OF

HON. JOSEPH WALSH,

OF MASSACHUSETTS,

IN THE HOUSE OF REPRESENTATIVES,

Thursday, January 6, 1921.

Mr. WALSH. Mr. Speaker, under the consent granted me by the House I extend herewith the notable address delivered by the senior Senator from Massachusetts, HENRY CABOT LODGE, at Plymouth, Mass., upon the three hundredth anniversary of the landing of the Pilgrims, December 21, 1920.

The address of Senator Lodge is as follows:

"THE PILGRIMS OF PLYMOUTH"—TERCENTENARY ORATION.

We meet here to-day because the calendar tells us that 300 years have elapsed since a small band of English men and women landed at this spot and set themselves at work to conquer the wilderness and found a State. Three centuries are but an indistinguishable point in the vast tracts of time dimly marked by geologic periods in the history of our planet. They are a negligible space in the thousands of years which have passed since man first appeared on the earth. Even within the narrow limits of recorded history they fill but a trifling place if we are concerned only with chronology. We live, however, in a comparative world. Geologically and even racially three centuries are not worth computing, but to the men and nations who have been concerned in the making of what is called modern history, dating from the beginning of the Renaissance in Italy, they extend very nearly to the visible horizon. If we go a step further and measure by man's own life and by the brief existence of the doers of the historic deed as well as of those who now try to recall the great event, our three centuries as we glance backward, like Shelley's "lone and level sands," stretch far away. In the familiar fable of the insects, whose term of life is but a day and whose most aged members are those who totter on to sunset, 12 hours is the test of time, and to them 300 years would seem like the aeons through which the earth has passed during its unresting journey in stellar space. After all, our only measure must be the lives of the men who acted and of the men who celebrate, and to us the Pilgrims seem remote indeed.

The solemn dignity of the past is as much theirs as if they had been those of the human race who drew the pictures in the caves of the Dordogne or laid deep the foundations of the Pyramids. In any event, whether the 300 years are absolutely a short period or relatively a long one, the number of the

centuries is not alone sufficient to determine their right to make men pause and consider them for a few moments at the date which marks their end. There is no more reason to celebrate the mere passage of time than to rejoice over the precession of the equinoxes. The value and meaning to be found in the ending of any artificial calendar-made period exist only in the deed or the event, which in some fashion has lived on in the minds of men through one or three or ten centuries. The act of commemoration or celebration must be justified by its subject. Thomas Parr is believed, on the authority of John Taylor, the water poet, to have lived over 150 years, which is wholly unimportant except as an evidence of the possibilities of human longevity. Keats died before he had completed his twenty-sixth year, but he had created things of beauty which will be joys forever. Scott's principle of the "crowded hour of glorious life" which is worth "an age without a name" is the touchstone which will tell us whether a man, a deed, or an event is current gold indeed. Thus shall we discover the real character of the event for the sake of which we turn aside from the noisy traffic of the moment in order that we may look upon it and meditate upon its meaning. In this way we shall learn whether we celebrate something of world effect or an incident of the past which merely touches the memories or the pride of a neighborhood.

MEETS TEST OF SCOTT'S LINES.

Can there be any question that the landing of those whom we affectionately call "Pilgrims" upon the edge of the North American wilderness meets the test of Scott's famous lines? I believe that, among those who take the trouble to think, there can be but one answer to this inquiry. Let us, however, go a step further and apply certain other tests.

Seventy years ago a distinguished English historian published a book entitled "Fifteen Decisive Battles of the World," a work of authority which still holds its place in literature. If Sir Edward Creasy had lived until 1920 he would undoubtedly have slightly increased the number of his battles, but that would in no wise affect the leading impression suggested by his book. The first thought awakened by the title as well as by the book itself is one of astonishment that an expert student and historian, surveying the long story of the well-nigh perpetual fighting which has darkened and reddened the movement of mankind across the centuries, could in 1851 find only 15 battles to which he felt, after much consideration and weighing of testimony, that he could properly apply the word "decisive." Only 15 battles out of the thousands, alas, which have been fought by men were selected by a competent judge as having by their result settled the fate of nations or permanently affected the history of the world.

As with battles so it is with other events great and small, the creatures of each succeeding day which, ever since man has attempted to make any record of himself and his doings, have gone whirling past in countless swarms only to be engulfed in the relentless ocean of time. At the moment they all, even the most minute, were of meaning and concern to someone, perhaps to many more than one among the children of men, and they are nearly all as dead and forgotten as those whom they grieved or gladdened at the instant when they flitted by. Almost infinitely small is the proportion which have even found a record, whether carved on stone or set down in books and manuscripts. Of those thus preserved, how few, how very few, stand out clearly to us across the ages or the centuries as decisive, unforgettable, because they determined the course of history and gave a lasting direction to the fortunes of mankind. They rise before us as we try to look back over the dim, receding past like distant mountain peaks where the rose of sunset lingers, or solitary light towers set above reefs and shoals in lonely seas.

THE SIGNIFICANCE OF RARE EVENTS.

When we approach an anniversary the first question which confronts us then is whether it holds a place among the rare events which may be called decisive or is memorable only to those who celebrate it. The inquiry as a rule is easily answered by a little reflection, and the great and decisive events of history are usually beyond dispute. No one, for example, can question that Greek thought has profoundly influenced all western civilization for twenty-five hundred years, and therefore the repulse of the Persians, the spread of the Greek colonies to the westward, the conquests of Alexander reaching to the borders of India, which gave opportunity and scope to Greek culture, were in the largest sense decisive events in the history of the world. There can be no doubt that the Battle of Chalons, which saved western Europe from the savage hordes of Attila, and the Battle of Tours, which arrested the advance of Islam, were in the highest degree "decisive" events. Seven hundred years ago John of England signed at Runnymede a certain

document known as the Magna Charta. The last anniversary came in June, 1915, in the midst of the war with Germany, when men had no time to give to the celebration of past events, and yet the signing of the great charter was quietly but duly and fittingly noticed and commemorated, both in England and the United States. Even in that hour of peril and confusion people did not forget what had happened 700 years before, because on that June day a deed was done which has affected the development of the English-speaking people down to the present moment, and thus has been decisive in world history. The endless and fruitless wars of England in her attempt to conquer France, which fill the old chronicles, have faded away, and the signing of a document remains still vivid to men. It is equally certain that the voyage of Columbus was an event momentous alike to the Old World and the New, and the great adventurer has two continents as his monument.

THE "MIGHT HAVE BEENS."

I can hear, as I give these few illustrations of the principle I seek to establish, the peevish, meaningless objection that if Miltiades had not won Marathon, if Alexander had never existed, if Aetius had failed at Chalons and Charles Martel at Tours, if the barons of England had not controlled King John, if Columbus had never reached America, somebody else would have done all these things, for the time was ripe, and they would surely have come to pass. Envy and jealousy are not confined to the present. In one form or another they reach across the abyss of time, and no honored grave is safe from their creeping attack. Moreover, the hypotheses of history attractive to certain minds are often ingenious, occasionally amusing and suggestive, almost invariably profitless and unremunerative. The "might have beens" have no claim to celebration. That which alone is entitled to this high honor is "what was." The actual deed, and the men who did the deed which "breaks the horizon's level line," not those who did not do it, even if they thought about it, alone deserve honor, reverence, and commemoration.

Can we, then, justly place what happened here at Plymouth, and the men and women to whom we owe the great act, in the small, high class of "decisive" events due to the actual doers of great deeds? Clearly, I think we can. Jamestown and Plymouth were the cornerstones of the foundations upon which the great fabric of the United States has been built up, and the United States is to-day one of the dominant factors in the history and in the future of the world of men. The nation thus brought into being has affected the entire course of western civilization, and largely helped to determine its fate, which, shaken and clouded by the most desolating of wars, is now trembling in the balance. Saratoga stands with Marathon and Waterloo in Sir Edward Creasy's book as one of the decisive battles of the world. There is no need to go further to find the meaning in history of what the Pilgrims did.

I shall not attempt to rehearse the story of the little band of men and women who landed here on a December day 300 years ago. It is as familiar to our ears as a twice-told tale, as ready on our lips as household words. It has awakened the imagination of poet and painter and novelist. It has engaged the attention and the research of antiquarians and writers of history. Societies have been formed to trace out the descendants of the Pilgrims, and those who can claim them as ancestors would not change their lineage for any that could be furnished by the compilers of peerages.

PILGRIMS—OFFSPRING OF A GREAT PERIOD.

They were humble folk, for the most part, these passengers of the *Mayflower*—handicraftsmen, fishers, ploughmen, with some wise leaders possessed of education and who had held established position in their native land. But the fact is too often overlooked that these same humble folk were the offspring of a great period filled with the exuberant, adventurous spirit of youth, moving and stirring in every field of human thought and human activity. They were the contemporaries of Raleigh, of Shakespeare, and of Bacon, and were the true children of their wonderful age, with all its hopes and daring courage strong within them. We know how they started, imbued and uplifted by the deep resolve to worship God in their own way, which to them meant more than all the world beside could offer. We see them leaving the villages of Yorkshire and East Anglia, driven back from the shore, arrested, harried by soldiers, finally making their way to Holland, settling in Amsterdam and then in Leyden. A few years pass in peace and quiet, but the thought that they are losing their nationality and their language preys upon them, and they prayerfully and very solemnly determine that they will preserve these precious possessions by seeking a home in the New World and still keep secure the opportunity to worship God in the way that is their own. It is a terrifying adventure. Some will not face it, stay behind, are absorbed in

the population of Holland and disappear from history. But others have a finer courage and go forth determined henceforth to fill a place not to be forgotten by coming generations. Through many difficulties they procure two ships, the *Speedwell* at Delftshaven, the famous *Mayflower* at Southampton, and slowly make their way down the channel to Plymouth.

Further delays and obstacles surround them. The *Speedwell* is forced to return, and it is not until September 16, on our reckoning, that the *Mayflower* sets out alone upon her long journey. Two months nearly are occupied by the voyage across the stormy waters of the North Atlantic and in searching the coast for a landing. It is the 21st of November when they disembark at Provincetown. Then comes a month of exploring the neighboring coast, the signing of the compact, and the landing which we have elected to celebrate on December 21. During the shortest days, at the worst season, on the edge of the unbroken wilderness they planted themselves by the seaside, and the great experiment began. Famine and disease met them at the threshold. Half the people died during that cruel winter. But they held on, clinging desperately to the land which they had chosen, and the grip then taken was never broken. Never after that first awful winter, marked forever by the clustering graves on Coles Hill, did they go backward. There was still much suffering to be endured, many dangers to be faced, perils from the Indians, failure of support, betrayals, even by those in England who should have sustained them. But they held on and advanced. It was a painfully slow advance, but always the movement was forward. As told in Bradford's truly wonderful journal and in "Winslow's Relation" it is an epic poem written in seventeenth century English, in the language of Shakespeare and Milton, because they had no other. For 10 years they were the only English settlement north of the Chesapeake—the only settlement in that vast northern region which rose high above the level of a trading post or fishing station. They farmed their lands, ploughed and fished and traded; but they also established their church and worshipped God in their own fashion, founded a state and organized an efficient government. They were masters of their fate; they had begun the conquest of the wilderness; their march was ever onward and their hold was never relaxed.

NEW ENGLAND STATE BEGUN.

Ten years passed, and then in 1629 and 1630 came Endicott and Winthrop to Salem and Boston. The powerful Puritan organization with its 20,000 immigrants in the next decade had begun. The perils of Plymouth were over. Henceforth they were sheltered and overshadowed by their strong neighbors and friends on Massachusetts Bay. In 1643 they joined the New England Confederation, and their history was merged in that of the other larger colonies. Before the century closed the existing fact was embodied in law, and Plymouth became part of Massachusetts. But what the Pilgrims had achieved in those first 10 years could never be absorbed in the work of other men. The deed they did, the victory they had won alone upon the shores of New England, stand out monumentally upon the highway of history for after ages to admire and reverence, and it was all their own. I shall say no more at this point of the Pilgrim of Plymouth as he lived on earth. I shall not now or later indulge in needless eulogy, still less shall I seek to draw his frailties from their dread abode. My only purpose is to try to determine what his history has been since the grave closed over him; what he has accomplished among the generations which have followed him.

LESSONS THAT WILL HELP US IN THE PRESENT.

That which now concerns us most, as it seems to me, is, first, to know what has come from the work of the Pilgrims who thus influenced history and affected the fate of western civilization as they fought for life and struggled forward and suffered and died on the spot they called New Plymouth. Next, and more important, we must consider just what they were, these Pilgrims, and what meaning they had for our predecessors and now have for us. Above all, let us find out if possible what lessons they teach which will help us in the present and aid us to meet the imperious future ever knocking at the door. Nations which neglect their past are not worthy of a future, and those which live exclusively upon their past have the marks of decadence stamped upon them. We must look before and after, and from the doers of high deeds, from the makers of the rare events decisive in history, we must seek for light and leading, for help in facing the known and in shaping as best we may the forces which govern the unknown.

Before we undertake to summarize the Pilgrims themselves, and try rightly to judge their qualities of mind and character, I think we can best open the way to them and to their meaning to-day by considering the movement of opinion in regard to them and what they did. In this way alone, I think, shall we be

able to see them in proper perspective and with a due sense of proportion.

The realization of the importance of the Pilgrims' work and of their place in history came but slowly in England; not, in fact, until Macaulay and Carlyle put the Puritans into their true position in the period they so largely controlled. Yet the Plymouth settlers themselves had deep down in their hearts a sense of the magnitude of what they were doing, which is at once strange and impressive. I must turn as usual to the imagination of the poet to find fit expression of what I mean. When Lowell makes Concord Bridge "break forth and prophesy" he speaks first of the earliest time, of the—

Brown foundlin' o' the woods, whose baby bed
Was prowled roun' by the Injun's cracklin' tread,
An' who grew st' strong thru shifts an' wants an' pains,
Nussed by stern men with empires in their brains,
Who saw in vision their young Ishmel strain
With each hard hand a vassal ocean's mane.

There we have in a few noble and echoing words an arresting impression which seizes upon the attention of anyone who studies carefully the journals and correspondence of the founders of Plymouth. Gradually as we read there comes sharply outlined before us visible through the mist of details concerning supplies and ships, money difficulties and trading ventures, Indians and the farms and fortunes of the little colony from day to day, a vivid picture of the "stern men with empires in their brains." It is not set down in black and white, but it is clearer than anything else, to those who look into it with considerate eyes, that these men, the leaders especially, had a profound consciousness that they were engaged in a vastly greater task than establishing a colony. They felt in the depths of their being that they were laying the foundation of an empire—of a mighty nation. The outlines were all dim, the details did not exist, but the great, luminous vision of a picture they would never see was there, and they beheld it as they gazed upward, looking far beyond the dark forest, the unbroken solitude and the wastes of ocean at their gates. We can not escape the belief that these Pilgrims in their hearts were confident that, as expressed in the verse of a true poet—Edwin Arlington Robinson—of our time, what they said and did would yet be heard "like a new song that waits for distant years." We seem, in the words of their great contemporary then so recently dead, to catch a glimpse, in these poor struggling people of the *Mayflower*, of—

The prophetic soul
Of the wide world dreaming of things to come.

The vision faded when the pioneers passed away—the eponymous and autocathous heroes, as the Greeks would have called them if they had come up out of the darkness where myths are born and history never written.

QUICK ATTACHMENT TO LAND.

And there is something beside this dream of empire which, as we study the ancient faded records, leaps out like Shakespeare's "golden word" and sinks deep into our consciousness. This was the quick and strong attachment of these men and women for the untamed land which had greeted them so harshly and which made to them no glittering promises. Why did this happen? Whence came this feeling for this New World, as unknown to them as to their ancestors, destitute alike of traditions and of the tender associations which bind men to the country of their birth? They were loyal to their race, to their language, to England, and to England's King. But from the first their love and hope were fastened here in America. The reason is not, I think, far to seek. They had crossed the ocean primarily that they might be able to worship God as seemed best in their own eyes, but they also meant to free themselves from the Old World where oppression had been their portion, and henceforth know no home but America. They meant to be Americans, although they never probably used the word, and to have their home here and make this country first in their thoughts as in their affections. However much they suffered they seem never to have repined. They meant to leave England which they loved, and Holland which had so kindly treated them, and they cast no longing, lingering look behind. In them we can see that even in those first bleak years the passion for America had cast out the passion for Europe, and in the process of the years grew ever stronger, more compelling, more overmastering, as colonies became States and States a Nation rising unhelped but surely to the perilous heights of world power.

These deep but unspoken and undefined emotions and aspirations of the Pilgrims did not sweep on through the succeeding years with ever-gathering strength. The waves sank and rose; the halts came in the onward march as is common in the progress of forces which must travel far before they ultimately

move the world. This was apparent even in the days which followed the gradual passing away of the Pilgrims. Success and security enlarged the daily interests of life, hard and simple as it was; worldly hopes grew stronger; the children ceased to dream the dreams or see clearly the visions vouchsafed to their fathers—to those who had made existence in America possible—but the spirit of the first comers was never lost, and deep down in their very being guided and led the succeeding generations.

FIRST ANNIVERSARY LITTLE NOTICED.

The hundredth anniversary of the landing came and went, so far as we can learn, quite unnoticed and unmarked. The far-flung aspirations of the beginners had gone; the backward, penetrating glance of history of the seekers of the buried treasures of the past had not yet come. Half a century more was to elapse before the fact that here in Plymouth something had once happened which merited celebration and made such demand for the outward signs of remembrance as to insist upon a visible manifestation. In January, 1769, a club was started by 12 young men of Plymouth, and in the following December they decided to have a dinner on December 22 in commemoration of the landing of the Pilgrims. Accordingly, upon that day there was a procession, and then a dinner was eaten, and toasts were given in honor of the leaders among the founders of the settlement. The following year, on the one hundred and fiftieth anniversary, the people here again held a celebration, and this time they had an oration described in the record as "words spoken with modesty and firmness," by Edward Winslow, and there was also a poem by Alexander Scammell. These commemorations went on through the years of the Revolution until 1780, and then came an unexplained gap of 12 years until 1793, when the celebration of the anniversary was again renewed, and continued thereafter with the omission only of 1799. The ceremonies expanded with the years, and a discourse by the clergyman and an address by some outsider of distinction became recognized accompaniments of the proceedings. Politics entered into the speech making, and the toasts and the partakers in them made it very clear that while they celebrated as Americans, they did not forget that they were also Federalists.

BOSTON'S FIRST CELEBRATION.

In Boston the commemorations of the Pilgrims suggested in 1774 began with a formal and public celebration in 1798. There was an elaborate dinner, a very long list of toasts, including many which were both contemporary and political, much speech making, and an "Elegant and Patriotic Ode," by Mr. Thomas Paine, was duly sung, doubtless with ardent enthusiasm.

From these modest beginnings in Plymouth and Boston the celebrations of what came to be called "Forefathers' Day" multiplied beyond enumeration, following the migrations of the *Mayflower* descendants and of the children of New England across the continent, until now, in ever-increasing numbers, the anniversary of the landing in 1620 is marked and celebrated with each recurring year from the Atlantic to the Pacific. The deeds of the little band of hunted men and women who fled from England to Holland and thence to the New World have come into their own. They are, as Henry V prophesied on the eve of Agincourt, "freshly remembered," and have taken a place in the thoughts of uncounted thousands in a manner permitted only to an event decisive in the world's history. It would be quite impossible to trace or even to count these endless acts of commemoration, interesting as it would be to show in this way the development of public opinion about the results of the Plymouth landing as the accumulating years made the scattered little settlements of the Atlantic coast into a great nation, and ever threw into higher relief the achievement of the followers and companions of Bradford and Winslow. It would be hardly less impossible to review the addresses made by well-known men upon the coming of the *Mayflower* and analyze and consider the critical conclusions and the thoughts thus expressed. In the roll of those who have spoken gravely and seriously about the foundation of Plymouth is included a very large representation of the men who in our history have attained high distinction in the pulpit, at the bar, in literature, and in public life. You will find there orators and poets, philosophers and historians, Presidents, governors of States, Senators, and leaders of the House of Representatives. It is an imposing list not without significance. Limited by time and space, I shall call up to remembrance only one past celebration and only one speaker who made that particular day famous and who was at once interpreter of the past and prophet of the future. That occasion and the man who then spoke stand out very distinctly and very radiantly against the background of the dead years, charged with much deep meaning to all who consider them and above all competitors however eminent.

WHEN WEBSTER GAVE HIS PLYMOUTH ORATION.

In 1820, on the two-hundredth anniversary of the landing, Daniel Webster delivered what has always been known as the "Plymouth Oration." We are apt unconsciously, I believe, in looking backward to the days which are gone, to think of a century as a whole, and if we are trying to picture to ourselves at a given moment a certain man, we are prone to treat him as if his life was at that instant complete as we now know it. If we are to judge rightly and really draw forth the lesson we perchance are seeking, we must force ourselves to remember just what sort of a world it was at the historic moment which is in our thoughts, and not confuse the actors or the occasion with after years familiar in history to us but an unknown future to them.

The year 1820 began with the death of George III, an old man, blind, demented, almost forgotten, a pathetic figure not without suggestion to the moralist. He had come to the throne in 1760; he was the king of the elder and younger Pitt, of the Foxes, father and son, of Burke and Johnson, of Reynolds and Garrick and Goldsmith. He was an eighteenth-century king. George IV, of unsavory memory, a child of the eighteenth century, was King of England when Webster spoke at Plymouth, and a Bourbon was reigning in France as Louis XVIII. Europe just then had gone back to the old days and the old systems, and the French Revolution seemed to those in power like an evil dream. Metternich, at least, and many others were convinced that the revolution was a nightmare which had passed as a watch in the night, and that everything was henceforth to go on in the good old way. The successful revolt of the American Colonies had passed before their eyes and taught them nothing. From the uprising of France and from the Napoleonic wars they had learned little more, frightful as the shock had been, for had they not finally defeated Napoleon and crushed democracy at Waterloo? They were unable to see that the failure of the French Revolution was only apparent. The force of the revolution had passed into the hands of a great military genius who betrayed its principles and sought merely to erect on the ruins of the old autocracies a world-wide despotism of his own. France under Napoleon went to defeat at Waterloo, but the revolution which France had wrought was not conquered; the work the French had done a quarter of a century earlier could not be undone any more than the American Colonies could be returned to England.

The democratic movement was not crushed on the plains of Waterloo, but was only freed from its most dangerous foe, born and equipped in its own household. In fact, it was the uprising of the people in the countries conquered by Napoleon which alone enabled banded Europe to defeat him. Metternich and his emperors and kings mistook a lull in the storm for a lasting calm. They did not realize that they were in the center of the cyclone and that the other side must yet be traversed. They found it out in 1830 and 1848; but in 1820 they believed that all was well and that the old system would go on better than ever and for an indefinite period. Had they not established their Holy Alliance to control all nations and put an end to every attempt to assert the rights of the people? They did not understand the portents even then to be seen in the world about them. England in those very years was beginning to awaken to the perils of the alliance called holy, and was preparing to leave it. Far-away States in South America were insisting that they would not return to the domination of Spain, and presently a voice was to be heard from the northern continent of the New World declaring, with England in full sympathy, that the Old World was not to control the New. Very shocking all this to Metternich and Polignac and the Czar of Russia and other right-thinking persons, and yet not to be gainsaid. Still nothing was learned, and in 1820 the worst qualities of the eighteenth century seemed to have returned to power.

BEGINNINGS OF BIG THINGS.

In that same year, moreover, no alterations of deep effect upon the daily affairs of men had yet arrived. A little steamboat had made its way up the Hudson; others were appearing, but sails still carried the world's traffic over the wide oceans. The first operating steam railroad was still 10 years in the future, and 20 years were to elapse before the coming of the telegraph, the two discoveries which were to make a greater change in human environment than anything which had happened since the wheel, the hollow boat, and the alphabetical signs for language had broken upon the world of men. People still relied upon horses and upon the winds for travel, and upon written letters for communication when separated. The modes and habits of life were still substantially the same as in the colonial days, and change is finally brought home to men only when it actually touches the routine and habits of their daily lives.

As its restorers conceived it, the eighteenth century was really dead, but the outside manifestations which belonged to it were still unaltered, and it was with an eighteenth-century atmosphere about him that Webster rose to speak at Plymouth, as much so as the coach which had brought him to his destination was a vehicle of the same period. Stagecoach and atmosphere were alike on the very verge of disappearance; only 10 years separated them from George Stephenson's railroad and from certain July days of 1830 in Paris, which Sir Walter Besant declared marked the real ending of the previous century, although the calendar had disposed of it long before.

But calendars are arbitrary things and do not always register all the facts correctly. It is with the real, the underlying conditions that we are concerned when we try to revive the bygone scene witnessed in Plymouth in 1820 in order that we may see with the eyes of imagination the man who made that particular anniversary memorable.

The people who gathered here to listen to the orator of the day did not look upon the Webster so familiar to us, who looms so large during the succeeding 30 years of the country's history. In 1820 Webster was only 38 years old. He stood before his audience in the very prime of his early manhood. The imposing presence, the massive head, the wonderful voice, the dark, deep-set eyes burning, as Carlyle said, with a light like dull anthracite furnaces, the mouth "accurately closed," were then, as they were to the end, arresting and held the attention of all who looked and listened. But the face was still smooth, the deep lines and tragic aspect of the latest portraits were lacking.

The hope of unaccomplished years
Seemed large and lucid round his brow.

But they were "unaccomplished years," and one can not help wondering how many then present even dimly guessed what he who spoke to them was to be, and to what heights he was destined to climb. In 1820 his public life had consisted of four years' service as Member of Congress from New Hampshire, service distinguished, but not extraordinary. He had removed to Boston and there begun his practice at the bar of Massachusetts. His second period in the House, his long years in the Senate, his service as Secretary of State were all in the future. Ten years were to pass before he reached his zenith in the reply to Hayne—one of those rare speeches which has become an inseparable part of our history. The speech to the jury in the White murder case was yet to be made, and that which he was to deliver at Plymouth was the first of the occasional addresses which so added to his fame and which generations of schoolboys were fated to recite. In his profession alone had he already given absolute proof of his future eminence. His argument in the Dartmouth College case had put him in the front rank at the American bar, but the world at large probably had little knowledge of the closing sentences of that argument, which must have revealed to those who heard him and to the few outsiders of penetrating and critical judgment that a great orator as well as a great lawyer was before them. If the Plymouth audience did not understand, and it was hardly possible that they should, that they were about to hear one of the great orators of all time, they must have suspected when Mr. Webster closed that they had listened to an unusual man making a speech quite beyond anything they had ever heard before.

THE WEBSTER PERORATION.

We do not need to criticize or analyze the speech—the Plymouth oration, to use the old-fashioned and more sonorous words. All that concerns us is to learn, if we can, Webster's attitude of mind in 1820, and what meaning the anniversary had to him, representing as he did the best thought of the time. Let me quote to you without any apology the fine and stately sentences with which he closed, for they are addressed directly to us, and it is for us to make reply. Here is his peroration:

"The hours of this day are rapidly flying, and this occasion will soon be passed. Neither we nor our children can expect to behold its return. They are in the distant regions of fatality; they exist only in the all-creating power of God, who shall stand here a hundred years hence to trace, through us, their descent from the Pilgrims, and to survey, as we have now surveyed, the progress of their country during the lapse of a century. We would anticipate their concurrence with us in our sentiments of deep regard for our common ancestors. We would anticipate and partake the pleasure with which they will then recount the steps of New England's advancement. On the morning of that day, although it will not disturb us in our repose, the voice of acclamation and gratitude, commencing on the Rock of Plymouth, shall be transmitted through millions of the sons of the Pilgrims till it lose itself in the murmurs of the Pacific seas.

"We would leave for the consideration of those who shall then occupy our places some proof that we hold the blessings transmitted from our fathers in just estimation, some proof of our attachment to the cause of good government and of civil and religious liberty, some proof of a sincere and ardent desire to promote everything which may enlarge the understandings and improve the hearts of men. And when from the long distance of a hundred years they shall look back upon us, they shall know, at least, that we possessed affections which, running backward and warming with gratitude for what our ancestors have done for our happiness, run forward also to our posterity and meet them with cordial salutation ere yet they have arrived on the shore of being.

"Advance, then, ye future generations! We would hail you, as you rise in your long succession, to fill the places which we now fill, and to taste the blessings of existence where we are passing, and soon shall have passed, our own human duration. We bid you welcome to this pleasant land of the fathers. We bid you welcome to the healthful skies and the verdant fields of New England. We greet your accession to the great inheritance which we have enjoyed. We welcome you to the blessings of good government and religious liberty. We welcome you to the treasures of science and the delights of learning. We welcome you to the transcendent sweets of domestic life, to the happiness of kindred and parents and children. We welcome you to the immeasurable blessings of national existence, the immortal hope of Christianity, and the light of everlasting truth."

WHAT REPLY AFTER A CENTURY OF PROGRESS?

Across the century comes to us the voice which so moved and charmed those who heard it. The appeal is to us, to the Americans who are now here upon the earth, and to no others. What have we to say in answer? What message do Webster's words convey to us? What meaning did he find in the work of the Pilgrims, and how did he interpret their simple and momentous story? How far do we go with him, where do our time and belief agree, and where do they contrast with his? What message does the *Mayflower*, with its precious freight, bring to us, and what help can it give us when, like Webster, we bequeath the next century to those who come after us? Let us in our own way try as best we may to make reply.

That which strikes us most forcibly is that Webster, standing here in the still lingering atmosphere of the eighteenth century, and with an eighteenth century background, speaks throughout with the voice of the nineteenth century. The dominant note of the whole address is of the nineteenth century. The nineteenth century spirit pervades all he said, and the great characteristic of that spirit was in varying forms the belief in progress, in the perfectibility of man. With all he says of the Pilgrims we are in full accord. We can add nothing to the splendor of his praise; we assuredly would take nothing from it. But in the very beginning of the sentences I have quoted he speaks of surveying the progress of the century as the uppermost thought. We must not forget that the idea of the continuous progress of man was then very recent, and we must carefully remember to draw the distinction which Webster failed to draw between the general recognition of the historic fact of progress familiar to antiquity and the idea of progress as a law governing humanity and constantly operating until the race should have vanished and the earth grown cold.

The fact of progress is one thing, the law of progress is quite another and very different. A volume would be needed to set forth the arguments and subtle distinctions of the speculative thinkers, philosophers, and men of science in the eighteenth century who gradually developed the idea of progress as a law. Not until the latter part of that century were the conception and the law really formulated, and even then they were by no means perfected. The most striking points in Webster's peroration was his appeal to posterity, because the care for posterity was one of the last propositions added to the law of progress, and yet it was the capstone of the edifice, since the law if it existed was inevitably altruistic, and was chiefly and necessarily concerned with future generations. This in itself shows how completely the idea of a law of progress and a belief in the evolution of mankind had either consciously or unconsciously taken possession of Webster's mind and heart. Not historic progress, nor material progress, nor progress in knowledge alone, but political, moral, spiritual, and intellectual progress, all these and more, were included in the idea of human progress which did not perish at Waterloo, but was fated to be the ruling principle of the nineteenth century, the spirit of the century just ended, and of which we must give an account as Webster demanded. We can see now the beautiful vision gleaming through the red mists of the French Revolution and behold it

shining forth in the poems of Shelley. An exiled victim of political intolerance, he wrote:

The world's great age begins anew,
The golden years return,
The earth doth like a snake renew
Her winter weeds outworn;
Heaven smiles and faiths and empires gleam
Like wrecks of a dissolving dream.

Shelley was influenced, no doubt, by the Greek theory of returning cycles of civilizations rising to great heights only to decay and fall. But none the less noble is the expression he here gives to the spirit which neither the English reaction nor the genius of Napoleon nor the Battle of Waterloo could crush or extinguish. By its very nature it was able to survive defeat because it inevitably carried optimism with it, and it could not fail to appeal to masses of men who knew nothing of details, but who were moved by a doctrine which awakened hope for better things in a none too cheerful world.

Webster's Plymouth oration is optimistic throughout. It is instinct with the spirit of the nineteenth century, with the conception of progress as it was finally perfected in the coming years. The only cloud that Webster sees on the horizon is slavery, which is described with all the power of his eloquence in the most famous passage of his speech. He saw plainly and with statesmanlike prevision the peril involved in slavery which threatened the future of his country, and he appealed to the spirit of the age against it. Even he could not guess that the spirit of the age would finally remove this curse from the land in a way which above all others he dreaded and which darkly overshadowed his closing years. But this was the only black spot in the picture, and it is not surprising that as he portrayed the early days of privation, suffering, and struggle, reviewed the growth of the colonies, depicted the glory of the war for independence, and drew the contrast with the young Nation before him advancing over the continent with leaps and bounds, his pride as an American should have risen and his confidence in the future have become unrestrained. For 30 memorable years he was to play a large part in the history of his time, and we to whom he appealed in 1820 can look back not only upon those years but upon many more which have come and gone since he died at Marshfield. We can judge how far his hopes have been fulfilled and inquire before we attempt to bring the Plymouth landing into relation with our own present and future what the spirit of the age with which Webster was imbued has achieved as it has passed on across the hundred years which separate us from him when in 1820 he spoke here at Plymouth.

EIGHTEENTH CENTURY HAD NO FRIENDS.

Every century, apparently, has a poor opinion of its immediate predecessor. The generations which began with the nineteenth century and those which came up in it, growing with its growth and strengthening with its strength, were unsparing in condemnation of all pertaining to the eighteenth. To the liberal and the reformer the century which gave us our independence seemed a period of oppression and wrong, of the government of kings and oligarchies. It was a time when there were no popular rights, and when men persecuted in the name of religion in which many of the persecutors had themselves ceased to believe. Its heirs declared that it was an immoral age socially and politically, and the altruists that it was heartless and selfish. Carlyle held a protracted commination service over its remains, although he was anything but a worshipper of his own time. He set the fashion for many lesser men, and the poor eighteenth century had no friends. The romantic movement swept the eighteenth century literature into the dust heaps and treated its architecture with the same contempt which the eighteenth century itself had shown to the Gothic buildings which they spoke of as the work of barbarians. Horace Walpole, eighteenth century to the backbone, was looked upon in his own day as a mere eccentric because he admired and imitated Gothic architecture, and wrote the first fantastic and wildly romantic story which obtained a wide celebrity. Even the furniture of our great-grandfathers was broken up or hidden in garrets and kitchens, and, if kept in use at all, it was only with an apology on account of sentiment.

Yet even before a hundred years had passed men began to see that as in other portions of human history there was something to be said for this decried and much-abused period which had given to the world, among others, George Washington and Benjamin Franklin. Was it not, after all, the century of the successful revolt of the American Colonies which began the democratic movement; of the thinkers and philosophers who were gradually evolving and formulating the law of progress which was to rule in the approaching years; of the French Revolution which set nations free and broke beyond repair the despotisms

large and small which held Europe in their grasp? Was it not the era of Voltaire and Rousseau and the encyclopedists, who, whatever we may think of them individually or of their character and methods, fought against intolerance and for the freedom of thought and conscience? Eighteenth century literature is now reassuming its proper place. Its art is once more prized and valued, its furniture is treasured; fine examples of it are almost priceless, and, without sacrificing our profound admiration of the wondrous art of the mediæval builders of cathedrals, we have readopted the architecture of the Louis and the Georges, with all its classic forms, as that best suited in taste and construction to the needs and desires of modern life.

IN DEFENSE OF THE NINETEENTH CENTURY.

Now, indeed, are the tables turned. The nineteenth century at this moment appears to be sadly out of fashion. There seems to be none so poor as to do it reverence. It does not even awaken the vigorous hostility which our grandfathers and fathers showed to the eighteenth century; it is satirized, laughed at, and derided. Its furniture, the exponent of domestic taste, is absolutely scorned, quite justly, no doubt, for a wider knowledge condemns it on general principles, and even sentiment can not defend it. Its art is likewise banned as entirely beyond excuse, although it is not well to be too wholesale and to forget the Barbizon school and some of the romantics and pre-Raphaelites. The nineteenth-century literature fares little better. Its hold upon the people and upon the affections of the great mass of those who read can not be shaken, but that is set down by advanced persons as a proof of popular ignorance. The critics, who dread above all things not to be thought modern, and who are quick to mistake the chirp of the cricket for the song of the birds, those who can not hear—

* * * the birds sublime;
Whose distant footsteps echo
Through the corridors of time—

have only a sneer, or words of pity or patronage, for a century which began with Coleridge and Wordsworth, Byron and Shelley and Keats, and included in its course Victor Hugo, Emerson and Clough, Tennyson, Browning and Swinburne, Poe and Whitman. They are disposed to spare the last two, because they are pleased to think one decadent and the other amorphous, but there is little mercy for the rest. They remember very vividly the deplorable ultra-Victorian line at the end of Enoch Arden—

* * * the little port
Had never seen a costlier funeral—

and forget that the same great poet wrote "Ulysses" and "The Lotus Eaters" and "In Memoriam" and "Maud," which will remain in all their beauty while English poetry exists.

And some of the poetasters of the day follow suit and join the cry. They despise form, for if they accept the forms and standards consecrated by the genius of men from the beginning of literature, they would not write at all, and formlessness is their chief reliance, because in this way they can best startle, shock, or amaze, and thereby draw an attention otherwise lacking. It is not that they produce new forms, ever to be welcomed and studied, but that they reject all forms, and this it is which makes them such severe judges. If we turn to the realm of fiction it must be remembered that the nineteenth century was the age of Jane Austen and the Waverley Novels, of Dickens and Thackeray and Hawthorne, to mention only a few of those who stand out as most purely and conspicuously the representatives of their time. They had their defects, easily to be discovered and pointed out, but they added to the world of imagination a host of men and women, the creations of their genius, who will ever be the undying companions of men, and keep their place with those whom Shakespeare and Cervantes gave the world to help and to rejoice humanity. In France it was the age of Balzac, and it is difficult to conceive what modern French literature would have been in the field of fiction without that mighty genius, or what a deduction there would have been made from human happiness if we had been deprived of "Chicot" and the "Three Musketeers."

"BEQUEATH NO TUMBLING HOUSE."

I do not say this word in defense of the century in which a large part of the lives of many of us have been passed, because I desire to be laudator temporis acti, a rôle peculiarly distasteful to me. On the contrary, I earnestly wish to—

Keep the young generations in hail,
And bequeath them no tumbling house.

The first step for those who come after us, and who will, I trust, do better than we have done in our time, with the coming century which will be theirs, is to appraise with justice and discrimination the preceding period to which they are the heirs. To consider the near past without prejudice is essential to the

success of those who live in the immediate present and are to be the trustees and guardians of the closely approaching future.

I have used literature and art in their varied forms merely for illustration and as a plea for moderation when the preceding century is led out for execution. But there are more serious questions and also far deeper meanings in the great century which has so recently gone. We may reject at once the idols of that period, apparent respectability and the steadfast ignoring of anything which by any stretch of the imagination could be called improper or coarse or indelicate. These limitations upon art and literature were both regarded as fetishes, and they often injured great work and laid the time open to the charge of being given to cant, an accusation unhappily not without foundation.

But none of these things affect materially or even touch the deep underlying principle which dominated the nineteenth century and which still has a commanding influence upon the minds of men, especially and naturally in America.

SPIRIT WAS BELIEF IN PROGRESS.

The spirit of the nineteenth century was belief in progress. "Always toward perfection is the mighty movement," said Herbert Spencer, who asserted that progress was a universal law, and the Darwinian theory was held to be the scientific demonstration of its immutability. As the century passed on the perpetual progress of man was confused with the material development of the time. Material progress has in truth gone far beyond anything which Webster predicted or even dreamed to be possible. Steam, electricity, and the unresting labors of applied and mechanical science have utterly changed the conditions of man's life on earth. In the last 50 years there has been a more profound alteration in human environment, a greater difference created, than in all the centuries which elapsed between Marathon and Gettysburg. Wealth was torn from the earth with a speed which is stupefying; industry marvelously expanded; transport and communication well-nigh annihilated distance; and fortunes were piled up which went far beyond the wildest dreams of avarice. The teachings of the Manchester school discovered the reign of universal peace in a trade formula, and the fevered search for quick profits and unlimited money all pressed the spirit of progress down toward a cash basis.

But these were but the region clouds passing over the essential spirit of the age, which was the belief that the movement of mankind was ever upward and onward; that men would continually rise "on stepping-stones of their dead selves to higher things." This was the spirit which both in England and the United States turned the thoughts of men and women to the conditions of labor and of the poor, and started the movement for their improvement with the factory acts—a movement of altruism which has gone on with gathering force from that day to this, and the beneficence of which is even yet far from exhausted. It was the spirit which convinced men that human slavery was a hideous anachronism, and which inspired the great conflict that in the Civil War in the United States preserved the Union, removed the darkest stain upon western civilization, and widened the area of freedom. It was the spirit which brought the resurrection and liberation of Italy, and forced the establishment of constitutional government in many countries where the rights of the people were as yet unknown.

The men of 1848 believed that if you could give every man a vote, an opportunity for education, set men free, and call the Government a Republic, all would be right with the world. We know now that there is no such panacea for human ills. We are well aware that the liberation of political development was only a limited phase of advance toward a better world. The sciences of anthropology and of archaeology, the study in all forms of man as distinguished from men, the relentless research of history, have revealed the astonishing permanence of human nature and human desires. There have been made painfully clear to us the racial and climatic, anatomical, and physical differences among men, thus demonstrating the existence of conditions which make social development seem as slow, almost as the operation of geologic changes in the earth's surface. We have learned in a measure that the reforms and advances which laws can bring to pass appear so small that we can only with difficulty realize that they all help, and that every little rivulet goes to swell the mighty stream, even as the slow processes of time and nature wear down the primeval rocks and transform the outlines of continents. The theories of Buckle have faded even from the memories of men, and no one now imagines that by environment and education a Hottentot can be turned into an Englishman. We are gradually learning not to confuse knowledge with original thought. That we vastly surpass our ancestors, near or remote, in knowledge is beyond

question, but there is no evidence that we have better brains or greater unassisted intellectual power. We need take but one famous example from recorded history to prove this. No one would be bold enough to assert that we have ever produced men of greater intellect, or with a larger native strength in original thought, than the race who gave us Democritus of Abdera, originator of the atomic theory; Thales, who laid the foundations of geometry upon which Euclid built; Plato and Aristotle, who have influenced the thought of western civilization and permeated the theology of both Christianity and Islam. All was the result of their own original thought unaided by accumulated knowledge, unhelped by any instruments or mechanical devices—all the work of pure reflection and sheer mental strength.

NATIVE STRENGTH OF HUMAN MIND.

These men I have mentioned are only four in the great group of Greeks who, especially in the Periclean age, carried every form of pure thought as well as all the arts—painting, sculpture, poetry, and the drama—to a point that, it may fairly be said, has not been surpassed in all the triumphs of the centuries since the Renaissance. Thus history has shown that in the power and native strength of the human mind there has been no advance, although heaped-up knowledge, greatest of instruments, which has gone beyond all imaginings, is so often wrongly intermingled with our estimates of the unassisted human intellect. And yet all this did not touch the heart of the question or the faith in progress which inspired Webster. He believed that he found in the Pilgrims of Plymouth as he recounted their history a complete harmony with the spirit which he represented, and which was to govern and direct the century which lay before him. History has shown, indeed, that he expected too much; that the men of the nineteenth century thought they could at once effect changes which really might require ages for their fulfillment; that they neither completely understood the lessons of the past nor perceived the limitations which the laws of nature set to the possible accomplishment of their own brief lives. But the central point was not reached. If it became clear that proof of a law of progress was lacking, it seemed to them equally obvious that there was no evidence of the negative—nothing to show that the progress of mankind in all directions might not continue. Whatever criticisms might be made, whatever limitations discovered, deep down at the very bottom was the fact that they were the exponents of a noble ideal, which was in its essence nothing less than faith in the destiny of man.

MATERIALISTIC GERMANY AND WHY SHE FAILED.

So the century swept on, and we are its children. It brought us to the point where the extended application of international arbitration, the conventions of Geneva and of The Hague, made strong the hope that there could be no more great wars, and seemed at least to assure us that if any war unhappily should come, then such limitations had been established and such agreements made that the worst horrors of war would be either avoided or mitigated. These hopes, these dreams, if you will, filled the minds of men. Then suddenly, without warning, there broke upon the western world the greatest and the worst war ever known in a recorded history of 6,000 years, which had been filled with wars. Not only was it the greatest of wars, but when it came the powerful conventions of society, the comfortable fictions of daily existence, were rent and flung aside, and primitive man, even the savage of the Neanderthal period, began to show himself lurking behind the demure figure of nineteenth century respectability. The difference was that the primitive instincts and passions were now equipped with all the methods of destruction which the latest and most advanced science could furnish. Germany had carried her purely materialistic conception of organization at home and dominion abroad to the highest point of perfection.

How near she came to victory we know only too well. She fell upon a world which, except for the British Navy and the French Army, was unprepared. Reckless in her strength she finally did not hesitate to invade and trample on the rights of the United States until she forced us into the field. Her preparation was marvelously complete, her efficiency unrivaled—and she failed. All the nations arrayed against her were largely under the materialistic influences which were so powerful in that phase of nineteenth century progress, and which had forgotten the real and informing spirit of the time, confounded material progress with that of intellect and character, and made the cash basis loom large upon man's horizon. As Disraeli said: "The European talks of progress, because by the aid of a few scientific discoveries he has established a society which has mistaken comfort for civilization." The mistake was not confined to Europe, and the confusion of thought which it implies both as to science and civilization was world-wide. Fortunately,

none of the other nations which fought against Germany was wholly under material control. When in presence of a dire peril their love of independence, of liberty, of freedom of thought, and of humanity between men and nations rose supreme. They preferred to suffer and die rather than lose these precious possessions, or sink into slavery and vassalage before a seeker of world dominion. So inspired they won, and the German scheme of world conquest went down to ruin.

SERIOUS PROBLEMS LEFT BY WAR.

Now, as a result we face an exhausted and almost prostrate world, with suggestions in Asia of world conquest, while in another region a savage despotism which has replaced the autocracy of the Czars is threatening the destruction of all civilization. But that which most concerns us here are not the economic conditions, formidable as they are, or even the physical dangers which so darken and overcloud the future. It is in the realm of ideas that the most significant manifestations are always to be found as well as the solution of the problem, if there be one, for in the end ideas reign and thought will govern the world.

The inalienable companion of the spirit of progress—of the law of progress, if there is one, as the nineteenth century believed—is optimism, which is not a system of philosophy, but a state of mind. The hope for continuous moral and intellectual progress could not otherwise exist, but now, born of the Great War and its legacies, the mental and emotional condition known as pessimism is rising up, looking us in the eyes and calling upon us to face the hard fact of history and of the world about us. Read the books and articles which are appearing daily in France and Germany and Italy and you will hear the note of pessimism ever waxing louder and more distinct. If it is said that it could hardly be otherwise among people who have just emerged from such an awful experience as theirs, one can only reply that this is their view, and their personal equation does not alter the fact of their opinion being as it is.

PESSIMISTIC OPINIONS.

Turn to Spain, a neutral country not ravaged by war. Recently I read an article by Señor Baldomero Argente from the *Heraldo* of Madrid. It begins in this way: "Faith in indefinite progress is merely another way of expressing our limited vision. We see that the world has been going forward during our lifetime, and assume that it will continue to do so. But I am convinced that our present civilization is about to perish the way earlier civilizations have perished. Men may say that then we shall have a new civilization better and grander than the previous one. But are they sure that the present civilization is better than the civilization which preceded it?" He then goes on to trace the earlier civilizations which have risen, flourished, and decayed; points to the wave of gross materialism now flooding the world, the restlessness and extravagance of a civilization rotten to the core; and concludes, after admitting that a new civilization may arise and fall, "But the time will come when the people will no longer have the strength to revolt, and the nations of Europe will disappear one after another, never to revive until after a long night of barbarism."

Here is not only a complete denial of the nineteenth century belief, but a profound scepticism as to whether there has been any real progress in the past or that the civilization now tottering is the best. Go to England. There has recently been published a book by Mr. J. B. Bury, regius professor of modern history at Cambridge, one of the ablest, most learned, and most eminent of English historians, entitled the "Idea of Progress." At about the same time and with the same title appeared the Romanes lecture by Dean Inge, a brilliant writer and one of the most distinguished leaders among the clergy of the Church of England. Each in his own way comes to like conclusions. Prof. Bury declares that the search for a law of progress has failed and that the existence of such a law is wholly unproved, and Dr. Inge thinks that the laws of nature neither promise progress nor forbid it, but that assured belief in it is a nearly outworn form of optimism. Here from these two eminent men is a flat negation of what the nineteenth century devoutly believed. In our own country there is a stronger hope in the popular conception of progress and better apparent grounds for it, perhaps, than in any other; but as the months have slipped by since the war no observant man can deny that there is a growing doubt, a rising tide of pessimism, among those who think and who are the first to see and to weigh the chance of the future. The situation, showing so strongly this tendency of thought in western civilization, is a very solemn one, not to be disregarded or lightly brushed aside. Webster turned to the great landmark set up by the exiles from England on this spot in 1620, and as he studied and depicted them and their deeds he saw nothing but stimulation and encourage-

ment and naught but harmony with the spirit of progress—the spirit of his own time which he so largely embodied and illustrated in after years.

WHAT DO THE PILGRIMS SAY TO US?

This was the message of the Pilgrims to him and to his age as they read it. What do they say to us, not in the dawn of a young hope everywhere for a new and better world, not in the heyday of the idea of continuous progress, but after six years of trial marked by an intensity and severity hitherto unknown, in an hour of darkness and doubt beset with perils which no man can measure or foresee? What meaning have the Pilgrims to us who have one and all been bred in the nineteenth century spirit, who, carried away by the vast material progress of the past century, for the most part looking no further than the physical effects and thinking too little of the higher meanings, now find ourselves beset by doubts, surrounded by dangers, and with the theory of life which seemed so fixed and permanent trembling in the balance? What has the foundation of New Plymouth, so full of the inspiration of hope to Webster and his time, to say to us as we look about us in this troubled and desolated world?

As the little group of men and women who gathered here in 1620 stand out before us very luminous in the pages of history, they have a stern, an austere look, due perhaps in a measure to our own consciousness of what they believed and what they suffered and did. No doubt they lived and toiled and loved and married and were given in marriage and met the little events, hurrying on from day to day, much as human nature in all ages has commanded. But it is to be feared that they did not face all these daily incidents of life with a smile. To them life was very serious, perhaps a safer conception than the other extreme, which finds money and amusement and restless movement the most desirable objects of existence. But whether light-hearted or grave, the Pilgrims encountered the demands of life with unflinching courage, a quality always essential, never more so than when the clouds hang low and the minds of men are filled with apprehension. They had a very strong and active sense of public duty. It is possible that by their example they can on this point teach us something.

RIGHTS AND DUTIES.

Just at present there seems a great deal of concern about rights and a tendency to forget the duties which rights must always bring with them, and without which rights become worthless and can not be maintained. They were never so absorbed in their personal affairs as to forget those which concerned the public—the public meaning to them the entire body of men and women who had come to the New World together. In this spirit, before they founded and established their little State, they drew up and signed the famous compact of the *Mayflower*—a very memorable deed, this voluntary act. They combined themselves into a “civil body politic,” and agreed to make laws in accordance therewith, and to those laws and “offices” they promised “all due submission and obedience.”

It was a very simple little statement, expressed in very few words. It is quite true that all that is vital in the compact may be found in Robinson's farewell letter received at Southampton, or in the patent itself. The Pilgrims may not have originated either the words or the principles of the compact, although the principles embodied were few and the words not many. But the fact remains that they had thought enough about government to agree upon these principles and be guided by them. It was only an agreement, if you please, but they made it. The act was theirs. They gave life to the thought. After all deductions made, here was a constitution of government which is in its essence an agreement among those who accept it, made by the people themselves—an idea which has traveled far and wide, even to the ends of the earth and around the habitable globe since the *Mayflower* lay at anchor off Provincetown. Here, too, written in this same small paper, was the proclamation of democracy, something which had quite faded away in Europe, and had never before been declared in the American Hemisphere. The election of municipal officers was common enough in England, familiar, no doubt, to all the signers of the compact. What was of vital importance and entire novelty was that the signers of the compact arranged for their rulers and representatives in a new and unoccupied country. In an unknown land, with no surrounding pressure from an established society and an old civilization, when each man could easily have broken away and sought for license and opportunity to do his own will, especially as they had founded their settlement outside the territorial limits of the patent, they promised to obey the laws made and accepted by the community. Each and every man of them sacrificed a part of his own liberty that all might be free.

SELF-DISCIPLINE CORNER STONE OF DEMOCRACY.

“Liberty,” said Georges Clemenceau, a great man of our time, “Liberty is the power to discipline oneself,” and this was the spirit which inspired the Englishmen who signed the *Mayflower* compact. No greater principle than this could have been established, for it is the corner stone of democracy and civilization. They knew that there could be no organized society unless laws made by the State were obeyed by all, and this mighty principle they planted definitely in the soil of their new country, where it has found its latest champion in a successor of Bradford and Winslow—the present governor of Massachusetts. It was their palladium and it must be ours also, for when it is reft from any State or Nation the end of civilization in any form conceivable by us is at hand. The men of Plymouth thought and thought connectedly about government. In their new home they seem to have had, and very naturally, an impulse toward a larger action by society as a whole, and they tried communism in regard to land and its development. Their native caution led them to limit the period of experiment, and when the time expired they abandoned it. You can find the story told in Bradford. Economically and socially, they decided it to be a failure, an obstacle to advancement and in conflict with human nature, and they let it go without a pang. They decided that the right of man to private property honestly obtained was essential to social stability and to civilization. As in very adverse circumstances they managed to succeed, there is something here worthy of consideration in these days filled with the noise of destructive, clamorous, and ancient remedies for all human ills.

Some 20 years later they joined the group of adjacent colonies and formed the New England Confederation, the first effort in the direction of that union of States which was to make the United States and create a nation continent-wide in its scope. To have been the first to proclaim democracy and one of the first to engage in the opening attempt to unite scattered States in a nation is an impressive record for the handful of men and women who landed from the *Mayflower* 300 years ago. The underlying and the lasting causes which made the action of the Pilgrims a decisive event in history seem to me more than ever, as I enumerate them, to be not what they did with their ships and farms, their trade, and their fisheries, but with their minds and with their thoughts.

VOICE OF DETRACTION NOT STILLED.

In these days of celebration, when public attention is strongly drawn to the Pilgrims, the voice of detraction is not stilled. There are always people, few, happily, in number, but very vocal, who can not bear to acknowledge greatness and to whom genius seems an offense. They seek in literature and in history to bring those whom men reverence and celebrate down to their own level. They search for the flaws, the errors, the shortcomings, and forget that those are not what concern us. No one regards the Pilgrims as perfect. They themselves had no such conception. They had a very deep and intimate conviction of sin. But what matters is their greatness, not their littleness. They did a great deed; there it stands, ineffaceable and beyond forgetfulness. They fought a good fight; they made mistakes and some other things besides. They had strong characters and unyielding courage. They had deep convictions. They were close kin to Macaulay's Puritan. “He prostrated himself in the dust before his Maker, but he set his foot upon the neck of his king.” Whatever their failings, however simple, uneducated, and undistinguished the mass of them may have been, they did a mighty work, and their work lives after them. The conquerors of untrodden continents, the founders of great nations are not so common as unduly to crowd the highways of history, and when we meet with them it is wiser, more wholesome to venerate them for what they did than to belittle them because they were not perfect in all the details of life demanded by their critics in the much-abused name of the truth of history, which the Pilgrims would have been the last to fear.

GREATEST OF ALL: FREEDOM IN RELIGION.

Yet the greatest of all still remains behind. The founders of New Plymouth came here to find freedom to worship God in their own way. They sought to preserve their race, their allegiance to their native country, and their language, but their religious freedom was the primary object to which all material purposes, all hope of bettering their worldly condition were entirely subordinate. In 1597 some of their forerunners petitioned to be allowed to settle in Canada, and wished to go because there “we may not onlie worship God as we are in conscience persuaded by His Word but also doe unto Her Majestie and our country great and good service.” So comes the voice of a quarter of a century before. Listen now to what Bradford says

on the eve of the final landing, and you feel in every line the great aspiration of their souls:

"May and ought not the children of these fathers rightly say: 'Our fathers were Englishmen which came over this great ocean and were ready to perish in this wilderness, but they cried unto the Lord, and he heard their voice, and looked at their adversity, etc. Let them therefore praise the Lord, because He is good and His mercies endure forever.'"

Whatever our beliefs or disbeliefs, here is a very noble and beautiful spirit, a very fine and lofty courage, to be reverentially admired of all men, and which can never be out of fashion. It matters not whether we agree with their theology or with their forms of Christian worship. That which counted then and has counted ever since was that they set the spiritual above the material, the possessions of the mind and heart above those which ministered to the body and made life easier and more comfortable. They builded herein better than they knew. The object immediately before them was freedom to worship God in their own way, which had been denied to them in their native country. That of which they were not conscious was the corollary of their great aspiration, when once fulfilled, that all other men must also be free to worship God in their own several ways. Their powerful neighbors of Massachusetts Bay, coming with a like purpose, resisted for half a century the inevitable result with all the fierce energy of earnest men, strong both in character and intellect, and failed. When the Pilgrims achieved their purpose through much sacrifice and suffering they opened the door to the coming of freedom of conscience, and freedom of conscience meant freedom of thought upon everything within the mental range of humanity. Of all the possessions painfully won by the race of men throughout the centuries nothing approaches, either in value or meaning, the right of each and every man and woman to think their own thoughts in their own way. Can we longer wonder that the coming of the Pilgrims to these shores towers ever higher as a decisive event in history, for the battles won in the field of thought make all other battles look small, indeed, as the procession of centuries moves slowly by.

WHAT WEBSTER DID NOT SEE.

Webster saw the greatness of the Plymouth achievement; he saw the progress in things material and in knowledge of the historic world, and, above all, he saw the progress which had come in his own land from the labors, the deeds, and the principles of the Pilgrims who set forth from Leyden. Apparently, as I have already pointed out, he did not see, or if he saw he did not draw, the distinction between historic progress in arts, science, and knowledge and a law of progress which was to be the fine flower and the overruling influence in the century which he represented and wherein he was to play so distinguished a part. To the Pilgrims the very idea of a law of progress was unknown. Even their great contemporary, Francis Bacon, who prepared the way for it, never accepted or formulated it. But they faced the world as they found it and did their best. The sustaining power of the nineteenth century, which was faith in the continuous progress of mankind on the earth, was not theirs.

But whether there is a law of progress or not these Pilgrims of Plymouth stand forth exemplars of certain great principles which never can grow old and which can never be of better service than in days of doubt and trouble such as now beset the world. On one great point they made their meaning clear. They never confused moral and economic values; they never set material advance above the higher qualities of heart and mind. They never for a moment thought that life and its mysteries could be expressed in economic terms, which seems, if not actually avowed, to be the tendency among all classes to-day.

They set character first. They revered learning and did homage to intellectual achievement. They succeeded marvelously. As we look at the world to-day, at what it seeks and what it apparently longs to be, is there not a great lesson to be learned and followed by us as it shines forth in the aspirations and deeds of these plain people whom here we celebrate? The wild new land, the unconquered wilderness which gave them the freedom they sought, seized with surprising quickness upon the deepest affections of their heart. It seems as if they said that here and not elsewhere will we live and strive—

Until at last this love of earth reveals
A soul beside our own, to quicken, quell,
Irradiate, and through ruinous floods uplift.

A noble aspiration always, and when the "ruinous floods" came, as they did, these Pilgrims still pressed on, won through, and lifted up the cause for which they came, in the land they had made their own.

In all probability they still held to the belief of the Ancient World and of the Middle Ages that our minute planet was the center of the universe, to which, if I am not mistaken, Francis Bacon, regardless of Copernicus, Kepler, and Galileo, still ad-

hered. The earth was all they had, and brief life was here their portion as it is with us. Yet they did not live in vain. They strove to do their best on earth and to make it, so far as they could in their short existence, a better place for their fellow men. They were not slothful in business, working hard and toiling in their fields and on the stormy northern seas. They sought to give men freedom both in body and mind. They tried to reduce the sum of human misery, the suffering inseparable from human existence.

Whatever our faith, whatever our belief in progress, there can be no nobler purposes for man than thus to deal with the only earth he knows and the fragment of time awarded him for his existence here. As we think of them in this the only true way our reverence and our admiration alike grow ever stronger. We turn to them in gratitude, and we commend what they did and their example to those who come after us. While the great Republic is true in heart and deed to the memory of the Pilgrims of Plymouth it will take no detriment even from the hand of time.

SPEECH

OF

HON. CARL HAYDEN,
OF ARIZONA.

IN THE HOUSE OF REPRESENTATIVES,

Monday, December 20, 1920.

The House had under consideration the bill (S. 4565) extending the time for the doing of annual assessment work on mining claims for the year 1920, to and including July 1, 1921.

Mr. HAYDEN. Mr. Speaker, the enactment of this legislation is fully justified by the distressing financial conditions in the West, as has been so well described by the chairman of the Committee on Mines and Mining [Mr. RHODES]. When I returned to Arizona last summer I advised everyone who inquired of me to take no chances, but to do their assessment work if they could find the means, because the enactment by Congress of a bill entirely suspending assessment work on mining claims for 1920 was highly improbable. I am satisfied that practically everyone who could raise the money has done his assessment work, so that the passage of this legislation will principally benefit a large number of people of limited means who will otherwise lose their claims.

It should be distinctly understood that the only effect which can follow the enactment of this bill is that the assessment work for 1920 must be done during the first six months of 1921, or the mining claims will be subject to location by the first man on the ground after midnight of July 1. No exemption or suspension is granted, and anyone who has already performed his assessment work for this year, therefore, suffers no discrimination.

If this bill becomes a law it will afford an excellent opportunity to do what should have been done long ago, and that is to change the period for doing annual assessment work on mineral claims from the calendar year ending December 30 to the fiscal year ending June 30. Human nature is such that most men are prone to procrastinate, and for that reason the bulk of the annual assessment work is done in November and December, when the climatic conditions are usually disadvantageous. It seems to me that in view of the enactment of this legislation it would be entirely proper for the Committee on Mines and Mining to consider the advisability of amending the existing law by providing that the annual assessment work on unpatented mining claims shall be done between the first day of July of one year and the last day of June of the next, thus contemplating that the months of May and June, when the weather in the mountains is good, will be chiefly utilized by claim owners to perform their annual assessment work.

Mr. TIMBERLAKE. Mr. Speaker, will the gentleman yield?

Mr. HAYDEN. I yield to my good friend from Colorado.

Mr. TIMBERLAKE. Is it not true that the climatic conditions in many localities where the work is to be done are such that it is impossible, on account of the snow, for the men to get in to do the work before January 1? I know that such is the case in the higher altitudes in the mountains in Colorado.

The SPEAKER. The time of the gentleman from Arizona has expired.

Mr. WINGO. Mr. Speaker, I yield one minute more to the gentleman from Arizona.

The SPEAKER. The gentleman from Arizona is recognized for one minute more.

Mr. HAYDEN. The gentleman from Colorado has correctly stated the situation. Looking at it from the point of view of claim owners, who desire to comply with the law, if the period

is made the fiscal year instead of the calendar year many more of them will be able to protect their claims with much less inconvenience. The enactment of this bill will therefore dovetail into the plan which I have proposed and enable Congress to adopt a policy which will be generally advantageous to the mining industry.

Mr. TIMBERLAKE. I hope that the Committee on Mines and Mining will adopt the suggestion made by the gentleman from Arizona.

Mr. HAYDEN. Mr. Speaker, I ask unanimous consent to extend my remarks by printing in the Record a copy of a bill which I shall introduce.

The SPEAKER. Is there objection to the gentleman's request?

There was no objection.

The bill is as follows:

A bill changing the period for doing annual assessment work on unpatented mineral claims from the calendar year to the fiscal year ending June 30 each year.

Be it enacted, etc., That section 2 of "An act to amend sections 2324 and 2325 of the Revised Statutes of the United States concerning mineral lands," approved January 22, 1880, be, and the same is hereby, amended to read as follows:

"Sec. 2. That section 2324 of the Revised Statutes of the United States be amended by adding the following words: 'Provided, That the period within which the work required to be done annually on all unpatented mineral claims located since May 10, 1872, including such claims in the Territory of Alaska, shall commence on the 1st day of July succeeding the date of location of such claim: *Provided further,* That on all such valid existing claims the annual period ending December 31, 1920, shall continue to and include June 30, 1921, and the annual period to end December 31, 1921, shall continue to and include June 30, 1922.'"

Partial Payments of Guaranty Under the Esch-Cummins Law.

SPEECH

OF

HON. ROBERT M. LA FOLLETTE,

OF WISCONSIN,

IN THE SENATE OF THE UNITED STATES,

Monday and Tuesday, February 21 and 22, 1921.

The Senate had under consideration the bill (H. R. 15836) to amend the transportation act, 1920.

Mr. LA FOLLETTE. Mr. President, I offer an amendment to the pending bill.

The VICE PRESIDENT. The amendment will be stated.

The ASSISTANT SECRETARY. On page 2, after line 21, it is proposed to insert the following:

(c) That no payment of money shall be made to any railroad company under this act except and until it shall be determined by the Interstate Commerce Commission, upon full investigation, and finding duly entered thereon, certifying (1) that such railroad company has not, since March 1, 1920, paid or contracted to pay unreasonable and extravagant prices for railway supplies, equipment, repairs, and renewals charged to its maintenance account, or (2) that it has not paid or agreed to pay unreasonable sums as salaries to its officers or directors, or (3) that it has not otherwise managed and conducted its business in a dishonest, inefficient, or uneconomical manner in violation of the terms of the transportation act of 1920.

Mr. LA FOLLETTE. The proposition presented to the Senate in the amendment which I have just offered seems to me reasonable.

The Winslow-Townsend bill proposes to grant something to the railroads of the country additional to the vast sums which have been given to them as gratuities in the last few years. It does seem to me it is not unreasonable to inquire at this time whether the railroad companies have "paid or contracted to pay unreasonable and extravagant prices for railway supplies, equipment, repairs, and renewals charged to" their "maintenance account," because the bill which was passed in 1920, known as the transportation act, pledged them not to do that thing.

If they have done this and are here asking for something outside of the guaranty made to them in that act, it is time for the Senate of the United States to inquire into it, to know whether the railroads have been robbing their own accounts and putting the proceeds into another pocket, to their own advantage, and then coming here with the protest that they are poor, when, in fact, they have been dishonestly and unlawfully pillaging upon their receipts from operations.

Is that an unreasonable inquiry for this Government to make? Is it unreasonable to ask the Interstate Commerce Commission to certify that the accounts of the railroad companies are justified by honest standards before they shall receive large sums of

money out of the Treasury? If I can have the attention of the Senate, I can demonstrate that the railroad companies have been pursuing a dishonest course and that they are here with unclean hands asking for a further gratuity from this Government at a time when our Treasury Department is in an extremely bad situation and when not a dollar can be paid without going out and borrowing it at high interest rates. That is the first proposition of my amendment. What is the second?

The second is that it shall be certified that no railroad receiving partial payment has paid or agreed to pay unreasonable sums and salaries to its officers and directors.

Mr. President, one of the provisions of the Esch-Cummins law, otherwise known as the transportation act of 1920—which I believe to have been the crime of 1920—was that the owners should operate their railroads economically. If they have been paying exorbitant and unnecessary and unreasonable salaries to their boards of directors and to their officials, then that is a question for this body to take into account when it is considering the enlargement of the gratuity which was pledged in the act of 1920.

I want to say that I am not here to suggest that this Government shall go back on anything it has pledged. I am in favor of the Government standing by its guaranties. I was opposed to its making the guaranties, because it was wrong that they should be made; but, having made them, I am in favor of abiding by them.

BILL GOES BEYOND ESCH-CUMMINS LAW.

The Esch-Cummins law of 1920 is an abomination that will rise from the pages of legislation in the course of time to damn the men who supported it. Here and now, only one year after it has been enacted, you have a situation so appalling that men are rising to amend and strike out many of the features of that act because they are intolerable, because they are unbearable, because they so burden traffic with charges that they have stalled transportation. This infamous law has destroyed the very purpose which its authors professed to believe it would achieve, for by passing that law you imposed transportation charges upon traffic that the traffic of the country can not bear.

Time sweeps aside the veil from things that are hidden from the eyes of the people, and it has taken only a little time to begin to reveal the evil in this piece of legislation known as the transportation act of 1920. Every man in the Senate who voted for that law, I undertake to say, Mr. President, within the short span of but a few years will be apologizing for his support of that measure.

But bad as was the Esch-Cummins law, you are proposing to go beyond the generosity to the railroads fixed in its terms, and to fasten new burdens upon the American people.

It has been suggested here, in the only presentation that has been made as to what this measure means, that it is really simply carrying out what was intended by Congress. I deny it. Seemingly conscious of the fact that it was going the extreme limit in making this guaranty in the Esch-Cummins law, Congress undertook to safeguard the payment of the guaranty, and I am coming now to a specific statement of the method that was adopted to accomplish that end.

The question raised by the Winslow-Townsend bill now before the Senate is, Shall we present the railroads with a gift from the Public Treasury before the gift promised is due, under circumstances which will enable the railroads vastly to increase the amount of the gift, and while the railroads are under investigation for violation of the contract under which the gift was made? By this bill you are changing altogether the terms of the guaranty in order to enrich the railroad owners by hundreds of millions of dollars, and you are doing it at a time when I say to you that you can not go back to the people of your States and defend it.

I am astounded to hear Senators reproach the Government for not paying its debts. Debt? The Government is not the debtor of the railroads.

The advocates of the Winslow-Townsend bill assume that the Government owes \$370,000,000 to the railway companies, that the amount is now due, and that the Government refuses upon a mere technicality to pay the debt.

The assumption is wholly false. A plain statement of fact will make this at once apparent to every unbiased mind.

By section 209 of the transportation act of Congress guaranteed to the railroads for the first six months of private control the same excessive profits which had been paid as rental during Government control, aggregating \$15,000,000 a month. Congress made that gift without receiving any consideration for it. No service was to be rendered to the Government on account of the payment of this vast sum. It was a gratuity, a subsidy, to be paid out of taxes collected from the people and deposited in the Public Treasury.

The terms of this gift as to its payment to the railroads were that:

(g) The commission shall, as soon as practicable, after the expiration of the guaranty period, ascertain and certify to the Secretary of the Treasury the several amounts necessary to make good the guaranty to each carrier.

It was the expressly declared purpose of Congress to pay the guaranteed amount only after the expiration of the guaranty period, and the law says just that in plain terms.

Moreover, it provided that no certificate could be made until the amounts to be paid to each carrier should be ascertained.

This proceeding would fix definitely the liability of the Government and enable a final settlement to be made that would end the transaction and discharge the Treasury from further obligations as to the guaranty.

But as a further indulgence to the railroads Congress provided as follows:

(h) Upon application of any carrier to the commission, asking that during the guaranty period there may be advanced to it from time to time such sums, not in excess of the estimated amount necessary to make good the guaranty, as are necessary to enable it to meet its fixed charges and operating expenses, the commission may certify to the Secretary of the Treasury the amount of and times at which such advances, if any, shall be made. The Secretary of the Treasury, on receipt of such certificate, is authorized and directed to make the advances in the amounts and at the times specified in the certificate upon the execution by the carrier of a contract, secured in such manner as the Secretary may determine, that upon final determination of the amount of the guaranty provided for by this section such carrier will repay to the United States any amounts which it has received from such advances in excess of the guaranty, with interest at the rate of 6 per cent per annum from the time such excess was paid. There is hereby appropriated, out of any money in the Treasury not otherwise appropriated, a sum sufficient to enable the Secretary of the Treasury to make the advances referred to in this subdivision.

Not a dollar could be advanced excepting—

1. An application were made to the commission for such advance by the carrier.

2. The carrier was required to make the application "during the guaranty period."

3. The carrier could receive no advance "in excess of the estimated amount necessary to make good the guaranty."

4. The carrier could receive an advance only as it might be "necessary to enable it to meet its fixed charges and operating expenses."

Not a dollar could be advanced for any other purpose. These advances were to be made under those four conditions, provided that—

5. Upon the execution by the carrier of a contract, secured in such manner as the Secretary may determine, that upon final determination of the amount of the guaranty provided for by this section such carrier will repay to the United States any amounts which it has received from such advances in excess of the guaranty, with interest at the rate of 6 per cent from the time such excess was paid.

Those were the conditions of the gift. These conditions, as I shall show, have been violated. Since September 1 the railroads have gone into the courts in an effort to overturn section 209 of the Esch-Cummins law and to exact partial payments on guaranty account from the Public Treasury in plain violation of the terms and conditions imposed by the act when Congress granted the subsidy. The District Supreme Court upheld the Comptroller of the Treasury in his refusal to advance partial payments to the railroads. Having failed in the courts, the railroads are here demanding amendments in the law that will materially increase the burdens upon the Government.

PAYMENTS DEMANDED BEFORE THEY ARE DUE.

No payments are due under the terms of the guaranty in the transportation act of 1920 until after the expiration of the guaranty period, September 1, 1920, and then only upon a final settlement of the amount due.

The railroads received advances during the guaranty period and received all advances to which they were entitled under the guaranty.

The balances, if any, to which they may be entitled are not due and will not be due until final settlement.

The Winslow-Townsend bill proposes to pay the balances before they are due, which in many cases will be years in advance.

In the present condition of the Treasury this will require the Government to borrow the money at high interest rates, use this money to pay claims not due, and pass the interest charge upon these millions on to the taxpayer, to be carried by him it may be for many years to come.

This is another gratuity bestowed upon the railroads at the expense of the people.

But that is not all. This bill proposes to give the railroads an open account to run without limit. Against this account the carriers may be granted certificates for payment upon the mere estimates of the commission in the case of deferred debits and credits which the Secretary of the Treasury is ordered to pay forthwith, and such estimates are made *prima facie* evidence of their correctness in final settlements which may be made many years thereafter.

I doubt if there will be found another case in the history of our Government where Congress has authorized the filing of claims under any law which did not in the same act fix a time limit within which all claims must be filed, together with all accounts in support thereof, or be forever barred.

But, sir, the railroads have found Congress very obliging. There seems to be no end to their demands. And Congress bows in ready assent to every call. The larger the draft, the greater the haste of Congress to hand over the money.

The estimated deficit of the railroads during the six months' guaranty period was \$631,500,000. Section 209, paragraph (h), of the Esch-Cummins law, as I have shown, provided that to enable the roads to meet their "fixed charges and operating expenses" money might be advanced to the roads on applications made between March 1 and September 1. This money was advanced on the express condition that if any carrier received from such advances anything in excess of the guaranty it should later repay to the United States such excess amounts "with interest at the rate of 6 per cent per annum from the time such excess was paid." Under date of January 13, 1921, the Secretary of the Treasury reported that \$260,431,874 had been advanced to the roads on claims presented prior to September 1. The railroads now seek to collect the balance of the gift, amounting to about \$370,000,000; but they are unwilling to make the final accounting specifically directed by section 209, nor do they wish to accept any payment from the Treasury as a payment in full, which will finally discharge the Government of its gift. If they need the balance of the \$631,500,000 voted to them by Congress, they need only certify to the Treasury the true amount of their deficits. Why are the railroads unwilling to make a final accounting and accept payment in full?

SECRETARY OF TREASURY OPPOSES PAYMENT.

In his letter to the House Committee on Interstate and Foreign Commerce, under date of January 13, 1921, Secretary of the Treasury Houston recommended that the railroads be compelled to file all their claims for guaranty payments, "together with all supporting accounts upon which the carrier proposes to rely," by September 1, 1921, "or be forever completely barred" from making further claims.

Such a limitation, Secretary Houston points out, would provide "a period of 18 months from the return of the roads to private control and of one year from the end of the guaranty period, and affords ample time within which all reasonable claims should be made."

Secretary Houston denies that the private claims pending against the railroads are a substantial factor in preventing the railroads from presenting a final claim for payment in full. Secretary Houston adds the significant comment, that "the transportation act in its present form is unusual in omitting such a provision of limitation."

If such a limitation is not set, and if Congress passes a measure like the Winslow-Townsend bill, authorizing partial payments, Secretary Houston truthfully declares that it "would render it impossible for the Interstate Commerce Commission ever to make a certificate which would be final."

There you have the reason why the railroads are unwilling to present final claims for settlement of the guaranty at this time. The powerful interests which own the railroads see in these claims an opportunity to drain the Public Treasury for years to come. Having already exacted \$260,000,000 of the \$631,500,000 gift voted to them by Congress, they are unwilling to accept payment in full of the balance of \$370,000,000. They seek now to collect several hundred millions of this money, but they would leave the door of the Treasury ajar, so that they may come back year after year, pyramiding new claims upon the old, adding fresh items of loss, unearthing new indemnities, and gradually swelling the total amount of Congress' generous gift of public money collected in taxes from the people until that gift, instead of being \$631,500,000, will reach a billion and yet not discharge the claim.

Mr. President, I opposed the guaranty in section 209 when it was proposed in this body. I believed then, as I believe now, that it was a policy which could only result in the unjust enrichment of the interests which exploit the transportation facilities of the country for excessive profit. It was contended that the

guaranty would enable the railroads to give the public improved service. It had no such effect in practice. This guaranty proved an invitation to fraud and extravagance.

The least Congress can do, as the trustee of the people's money, is to stand upon the contract which was made by the enactment of the Esch-Cummins law. The courageous policy would be to repeal the law by which this gift was made. There is no question of the power of Congress to repeal the guaranty, because it was not compensation for any services rendered, but a pure gift, in reliance upon which the railroads did nothing they would not have been bound to do without the guaranty.

Secretary Houston sums up the answer which Congress should make at this time to the railroads when he says:

I can think of no reason why the claims of the carriers in respect to this bountiful act of the Government should be relieved from the application of the safeguards erected for the benefit of the Government in its accounting system and its usual and orderly procedure to claimants for compensation for property or services rendered the Government.

The Secretary of the Treasury can think of no reason, and no man can advance a logical argument, why the railroads should be advanced a gift on more favorable conditions than the Government pays legitimate claimants for services rendered.

RAILROADS ALREADY OWE THE GOVERNMENT MILLIONS.

The advocates of the Townsend bill in contending that the Government is at fault in not making prompt payment of a "debt," seem to forget that the railroads are at this hour indebted to the Government in so many millions of dollars that it is doubtful if they can ever discharge the debt.

Under section 210 of the transportation act a revolving fund of \$300,000,000 was appropriated from the Treasury to be loaned to the railroads. The Bureau of Finance, of the Interstate Commerce Commission, informs me that "there has been certified to the Secretary of the Treasury for payment," under section 210 of the act, the sum of \$192,483,487.

During the 26 months of Government operation the Government made additions in the way of improvements and betterments, construction on roadway, and so forth, to the amount of \$750,000,000. This money was paid out of the Government Treasury for these purposes, and when the roads were turned back to their private owners on March 1, they went back with these permanent improvements added to them.

In 1918, while the roads were under Government control, the director general made contracts for 100,000 freight cars and 2,000 engines. A total of \$400,000,000 was paid out of the Public Treasury for this equipment. Several payments have been made on this account, reducing the amount due for new freight cars and engines to about \$350,000,000.

The estimated amounts now owing to the Government from the roads may be listed as follows:

1. Improvements and betterments during the period of Federal control.....	\$750,000,000
2. 100,000 freight cars, 2,000 engines, etc., purchased during Federal control.....	350,000,000
3. Money borrowed from the revolving fund since Mar. 1, 1920.....	192,000,000
	1,292,000,000

CONGRESS PASSES BILL TO SUSPEND SECTION 10 OF CLAYTON ACT.

The railroads have filed enormous claims with the Railroad Administration for alleged damages done their property during the period of Government control. They will not pay one penny of the \$750,000,000 due for improvements and betterments if they can help it. If they can devise some means to avoid payment of the \$350,000,000 owing for allocated equipment purchased by the Government, they can be depended upon to escape that debt.

The \$300,000,000 revolving fund which was intended to afford ample credit to the roads for a period of two years has already, before the end of the first year, been nearly two-thirds exhausted.

I wonder if any of the Senators present remember that the man now drawing to the close of his eight-year term in the White House, on January 9, 1921, vetoed a certain bill which aimed to suspend section 10 of the Clayton Act? I fancy that there was not a handful of men on the floor of the Senate who knew when President Wilson sent in his veto of that bill, passed by this Congress, what that bill related to. You had passed it with your eyes shut, you had passed it with your minds closed, you had passed it without knowing what you passed. There never was a meeting of the committee upon it. It was a bill designed to open the doors for railroad graft in railroad accounting, so that the Government could not tell whether they were making 1 per cent or 5 per cent or 20 per cent under the Esch-Cummins law. It had been put on the calendar and passed in this body with not more than seven Senators present, and sent to the President of the United States, who had the wisdom and the foresight, as advised, to look into

it, and who vetoed it, and that veto is lying upon your desks, sirs. Nobody has ever dared to call it up.

Some years ago it was discovered that the railroad companies, who were to receive a certain return over and above the cost of maintaining their property, had been grafting in their maintenance charges and had been charging more to maintenance than ought to have been charged. When we passed the so-called Hepburn-Dolliver bill the only thing in it that was worth the paper upon which it was written was section 20, which required an accounting from the railroads as to what they were doing, a uniform system of bookkeeping, so that the Interstate Commerce Commission could find out whether they were doctoring their reports made with regard to these various charges, upon which rates charged the public were based.

Ever since we have had an Interstate Commerce Commission, rates have been fixed upon this principle: That the rates should be high enough to pay operating expenses, high enough to pay maintenance charges, high enough to pay a reasonable return on the investment. That is the basis of the obligation the Government owes to the capital that is invested in the railroads, and the obligation the railroads owe to the Government and to the public in return for that is adequate service, reasonable charges, and equal charges for like service. Those things stand as a balance, one against the other.

But, sir, the Interstate Commerce Commission said to Congress year after year: "We can not tell whether these maintenance charges are honest or not. The system of bookkeeping is such that we are all at sea about it. We know nothing about it, and the railroads may be taking an undue advantage of us. Therefore we ask you to impose upon the railroads a uniform system of bookkeeping, and we ask you to hedge it about the best you can with such provisions as will help us to meet this situation."

That act was passed in 1906, and Mr. Prouty, who was then, I think, the strongest man on the Interstate Commerce Commission, in an article which he wrote for the Independent, said that the measure as a whole was of no value at all to the public, of no value to the Interstate Commerce Commission, but that section 20 was of some value, because it sought to regulate bookkeeping in a way that would be helpful.

WHOLESALE FRAUD REVEALED IN RAILROAD INVESTIGATIONS.

There broke upon the country shortly after that, to the amazement of the people, the fact that the railroads could keep their books so that they would look bona fide on their face while paying twice what supplies, equipment, and other maintenance items were worth on contracts made with companies with whom the officers of the railroad companies were in partnership. The Interstate Commerce Commission instituted an investigation of this matter, and what did they find?

Mr. President, they never have published what they found. Only a little of it has ever seen the light of day. There are 78 volumes of testimony in typewriting in the archives of the Interstate Commerce Commission, which show that every railroad company investigated was in the infamous business of paying exorbitant prices for maintenance and supplies to companies in which officers of the roads were interested. Have we forgotten that? The cover was merely tipped and a scandal of intolerable stench issued forth.

Have you forgotten about the Illinois Central? Harriman was a name to conjure with in the railroad world of this country one day, and the next day he was charged with having looted the Illinois Central Railroad Co. by inside graft through the supply companies. Nobody believed it. He stood as a sort of monument to integrity. People said, "Can you think of the president of this great railroad doing a dishonest thing?" The people ceased before long to ask that question, because wherever the Government investigated it found the trail of the serpent.

I remember some years ago standing on this floor and appealing to the Senate of the United States to look into the situation of the New Haven, and I remember that one of the Senators from Connecticut, Mr. Bulkeley, stood up and defended that road, and one after another the New England Senators protested that I was making an unreasonable and extravagant statement on this floor. Mr. President, when the truth was known, what I had said here in the debate was found to have been understated 70 per cent. The business was honeycombed with graft. "Diamond Dick" Brady was at the head of supply companies which furnished the supplies, the cars, the engines, the repairs, which went into maintenance charges, and in collusion with him were the officers and directors of the road.

In the case of the Illinois Central, a grand jury investigation was had in Chicago and it disclosed, among other interesting facts, that \$25,000 had been charged for putting a nut on a bolt by a company in which the head of the Illinois Central and his

associates were interested. There were grand jury indictments and the suicide of one of the railroad officials followed.

There was scandal after scandal of that sort, involving the Illinois Central, the New Haven, the Frisco, and other great systems. Let me tell you that the 78 volumes of unpublished testimony in typewriting down in the Interstate Commerce Commission prove that wherever there has been an investigation the roads have been found to have been engaged in graft.

ACCOUNTS SHOULD BE VERIFIED BEFORE ROADS RECEIVE GUARANTY PAYMENT.

Mr. President, when they come in and tell us they have not money enough after paying their expenses, I want to know whether there is graft in their accounts. I want to know that before they are to be permitted to go into the United States Treasury and to receive partial payments on claims which are not yet due.

When you took these railroads over in 1918 you took them over under conditions that insured great profits to the private owners. You can not tell that from this bill. It does not tell anything. Read the bill and you are still in the dark. You have to take the bill and you have to take the transportation act of 1920 and lay them side by side.

The bill is reported here without any written report. I can not find any. Is there any here? I ask the acting chairman of the committee.

Mr. TOWNSEND. I do not think there is any particular report. The bill as reported is exactly the bill as passed by the House. We have the report as made by the House committee on the bill.

Mr. LA FOLLETTE. Yes; and it is more than answered by the minority report made by one member, Mr. SIMS.

Mr. President, from the hour that we were menaced with war the railroad companies seized upon the opportunity offered by war conditions to rehabilitate their properties, the financial stability and integrity of which had been destroyed by the methods of the men who had been installed in positions of trust at the behest of Wall Street.

I have studied transportation for 30 years of my life, and I want to tell you that there was a time when real railroad men were at the head of the railroads of this country. The financiers of Wall Street are running the railroads to-day. Beginning about 1900, a change came, and the railroad management of the country passed out of the hands of men who had come up from the ranks, who were capable of running the railroads, and believed in balancing service against transportation charges. The management of the railroads passed into the hands of the representatives of Wall Street, and from that hour on the railroads of the United States have not been run by men capable of managing the transportation of the country. They have been run, sir, by the representatives of great financial houses, by the promoters, by the banks.

I should like to have time to hang on this wall a map that I have in my committee room above here, showing what has happened in regard to railroad management in the last 20 years in the United States. It has passed into the hands of a few groups of financiers, the Morgan group at the head of the lot. It is run not with any idea of service but solely with the idea of returns, and those returns are based on capitalization and "book value" and not upon actual investment. They have absolutely lost sight of actual investment. They have turned their backs upon that term and have persuaded Congress in writing the Esch-Cummins law to repudiate actual investment, and have persuaded many of you to vote for a standard of returns that can not be justified by any possible study of investment and fair return upon the investment.

SECTION 10 OF CLAYTON ACT PASSED TO CHECK RAILROAD GRAFT.

It was the revelations that were made with respect to the Illinois Central, the Frisco, the New Haven, and each of those companies that brought about the enactment of section 10 of the Clayton Act, introduced by a man who was a member of the House of Representatives, who lived through that period. The bill was originally framed not as a part of the Clayton Act but as an independent measure, and afterwards it became a part of the Clayton Act.

What was section 10? It was aimed to put a stop to the abuses revealed in the investigations of the railroads. I think it might have been drawn much more tightly, but if it had been fairly enforced as drawn it would have accomplished its purpose. It took a long time to get it. These revelations began to come away back in 1908, 1910, 1911, and 1912, but it took until 1914 before we could enact that law. You may catch your railroads stealing and start legislation to stop it, but it takes a good while to get Congress to respond to its duties.

Finally, in 1914 that bill was passed. The railroad owners said it ought not to be enforced at once. They had been years

getting ready for it, years that they knew they had to meet it, and yet they said "You must give us time to sever our relations with these supply companies, to get out of these unholy alliances, these dishonest partnerships." So it was suspended until 1916. There is something mysterious about this, Senators. The railroads seem to get pretty nearly what they ask for every time they come to Congress. Congress seems to be very pliant. They said, "Suspend it until 1916 to give us a chance to sever our relations, to get a divorce from the supply companies, so we can be honest." So it was suspended until 1916. Then it was suspended another year. I suppose some of the divorces were pending. The European war was on in 1916, when I presume that furnished another excuse. It was necessary to have contracts made as rapidly as possible, and they could not go through the formula that had been laid down in section 10, so they asked for a further suspension and got it.

ESCH-CUMMINS LAW SUSPENDED SECTION 10.

Finally the roads passed into the hands of the Government, and then it was not necessary to have it enforced. It drifted along until the Esch-Cummins law—the transportation act of 1920—was passed, and then, as the last section of that law, they slipped on another suspension of section 10 of the Clayton Act, so the roads could go on making these contracts without violating the statute.

I do not believe there is a Senator on this floor, outside of the members of the committee, who knew that section 501 of the Esch-Cummins law contained a provision suspending section 10 of the Clayton Act.

I will undertake to say that the Senator who was the real author of section 10 and who was a member of the Committee on Interstate Commerce that reported the Esch-Cummins law, was not aware of the effect of it; indeed, I think it was put in in conference, although I am not quite certain about that; but at any rate it went through. That gave the railroads a free hand, and from that time down to 1920 and for the balance of the year down to January 1, 1921, they went ahead and did those wrongful things. They did not violate section 10 of the Clayton Act because that had been suspended by the statute of 1920, known as the transportation act, the Esch-Cummins law, but they did violate their consciences, and they did violate their obligation specifically stated in the Esch-Cummins law that they would operate the railroads "honestly" and "economically" if they got the benefit of guaranties.

Then when the 1st of January, 1921, was at hand, what was done? They wanted section 10 of the Clayton Act further suspended so they could go on with this crooked business without having to meet the penalties of the Clayton Act. What happened? This bill was passed by the Senate when seven Members were present—a bill that had never been before the committee—proposing to suspend for another year the penalties of the Clayton Act against the letting out of contracts to supply companies to equip the railroads and furnish railroad supplies at two or three or four prices. That bill went to the President and he vetoed it.

We have before us now—in the Townsend bill—a proposition to pay the railroads, not according to the guaranty that was adopted when we passed the Esch-Cummins law, but to change it so as to enlarge the terms of that guaranty by hundreds of millions of dollars, as I expect to prove before I get through.

[At this point Mr. LA FOLLETTE relinquished the floor for the day.]

Tuesday, February 22, 1921.

Mr. LA FOLLETTE. Mr. President, when I suspended my remarks on yesterday afternoon late in the day I had presented to the Senate a brief statement of the amount of money which the railroads owe the Government at the present time. I did this in order that there might be gathered for the consideration of Senators the various gratuities and donations and indulgences which have been made to the railroads in the last two or three years and to put them before the Senate at this time in the aggregate. I merely refer to them now in order that I may make a connection with the remarks that I submitted on yesterday. The estimated amount of the railroad indebtedness to the Government up to the present time is \$1,292,000,000.

There came to my attention last evening an address made February 17 by S. P. Gilbert, Jr., Assistant Secretary of the Treasury, at the annual meeting and dinner of the Rutgers College Alumni Association of New York. The address sounds a very earnest warning with respect to the finances of the Government. We have had something of this sort from the Secretary of the Treasury in his annual report, but this presents in a very condensed way a review of the situation up to the time it was made, which is some two and one-half months after the time that the Secretary presented his report to the Congress. It is a

solemn warning to the people of the country, who are accustomed to believe that the finances of the Government are so grounded and so bulwarked that we need never have any cause for apprehension. I ask leave, without taking the time of the Senate now to read, to incorporate in my remarks extracts from the address to which I have referred.

The VICE PRESIDENT. Without objection, it is so ordered. The matter referred to is as follows:

Within about two years Government war indebtedness to the amount of over seven billions matures, of which about two and one-half billions are short-term Treasury certificates. The current expenditures of the Government are still running at the rate of about five billions a year, and the great bulk of internal tax collections and other current receipts is being absorbed by current expenditures, leaving relatively little surplus to be applied to the retirement of the short-dated debt. As the Treasury has frequently stated, even with the utmost economy, internal taxes can not safely be reduced below four billions after this fiscal year and for some years to come. Unless radical cuts in Government expenditures are promptly made, it is even doubtful whether tax collections on the basis of four billions a year for the next few years would provide for current expenditures and at the same time effect the necessary retirements of the debt.

In this situation business men and the country generally are clamoring for reduced taxes, and, in a general way, for strict economy in governmental expenditures. It has become a popular slogan that there should be "more business in government and less government in business." At the same time, however, there has been so much pressure from interested groups in favor of large Government expenditures to assist business, and so much general talk on the question of economy, with so little specific action, that the net progress toward reduced expenditures is scarcely perceptible, and if we are not careful current expenditures will exceed receipts and there will be a deficit to meet either by increased taxes or further borrowings. It behooves us to examine critically the present situation as to Government expenditures and endeavor to determine along what lines action must be taken.

In the first place there must be an end to Government loans and Government bonuses. Owing to the war and conditions growing out of the war stupendous payments out of the Public Treasury have been made for these purposes within the past three or four years, and now that the practice has begun it seems to be difficult to stop. Under the transportation act provision was made for a \$300,000,000 revolving fund for loans to railroads at less than the market rate. The same act guaranteed to the railroads a standard return during the period of six months after the end of Federal control. This guaranty may take as much as \$650,000,000 out of the Treasury.

In the second place, it is absolutely essential that for the future the Congress should authorize expenditures by direct and specific appropriations, as contemplated by the Constitution. This means that practices which take money from the Treasury by indefinite or revolving fund appropriations must be strictly avoided. However necessary these practices may have been during the war, they are utterly vicious in peace time. Among other things, they are almost perfectly calculated to conceal even the fact of an appropriation no matter how much money is actually spent. By means of indirect and indefinite appropriations of this character hundreds of millions are spent which, if a direct appropriation were necessary, could never be authorized. The estimates for the current year, for example, show that over a billion dollars of expenditures were authorized by the last session of Congress in addition to the amounts shown in the usual compiled statements of appropriations. In fact, the practice has reached such proportions as to be almost a national scandal, and it was vigorously denounced in the President's last annual message. It has become the first principle of strategy on the part of people interested in appropriations for various special purposes to frame the matter so as to authorize the use of the public funds indirectly, or in indefinite terms, or by authorizations for expenditure of unexpended balances, perhaps appropriated originally for other purposes, or by authorizations to divert Government receipts before they ever reach the Treasury.

By the indefinite appropriation for the railroad guaranty about \$650,000,000 was in effect appropriated without appearing in any of the statements of appropriations. I may add that because of the terms of the guaranty substantially the whole burden of the retroactive wage decision of the Railroad Labor Board fell upon the Treasury. With a rate decision which could become effective only after the expiration of the guaranty period, and extraordinary operating deficits during the period, the total amount involved under the railroad guaranty increased from the \$250,000,000, or thereabouts, which Congress thought it was authorizing when it passed the transportation act, to perhaps \$650,000,000, an added burden of \$400,000,000.

Still more vicious is the recent practice which has shown itself, for example, in the merchant marine act, 1920, of relieving various classes of business from profits taxes, thus subsidizing private business and taking money from the Treasury just as truly as if carried by an appropriation.

In the third place, there must be a better public understanding as to what elements enter into the present cost of government. The figures show that over 90 per cent of the total annual expenditures of the Government are related to war. Out of total expenditures during 1920 of about \$6,400,000,000, about five and three-fourths billions represented expenditures directly traceable to the war, to past wars, or to preparedness for future wars. Of these, about \$2,500,000,000 went for the Army and Navy, over \$500,000,000 for the Shipping Board, over \$1,000,000,000 for the railroads, another \$1,000,000,000 for interest on the public debt, almost \$500,000,000 for purchases of obligations of foreign Governments on account of their war expenditures, and the remainder for pensions, war-risk allotments, and miscellaneous items related to war. An analysis of the expenditures for the first six months of the current fiscal year gives similar results. The figures also show that the total cost of running what may be termed the civil establishment proper—that is to say, the various Government departments, boards and commissions, and the legislative establishment—have not much exceeded \$250,000,000 even in the abnormal war years.

Of the war expenditures, some items, such as the \$1,000,000,000 for interest on the public debt, are inescapable. Other items, such as the annual expenditures for the upkeep of the Army and Navy, can not be

eliminated but must be substantially reduced. It is a shocking fact that over two years after the armistice this Government should still be spending at the rate of over \$1,500,000,000 a year for the Army and Navy. Other items, such as Government loans and gifts, must be entirely eliminated.

Urgent requests were made by the Secretary of the Treasury to both Houses of Congress for an appropriation in the amount of \$25,000 for expenses incurred by the Treasury in the administration of the duties imposed on it by the transportation act, which involved payments to the railroads of \$1,000,000,000 or more.

In considering the relation of the expenditures of the executive departments to the total cost of the Government, it is interesting to compare the total expenditures of certain of the departments with other items of expenditure, as reflected in the daily Treasury statements. The total 1920 expenditures of the State Department, for example, were about \$14,000,000, offset in a measure by collections of fees. This sum provided not only for the State Department in Washington but also for the entire Diplomatic and Consular Service of the Government in foreign countries. The total cost of running the Interior Department in the same year, including amounts spent to construct railroads in Alaska, amounted to about \$26,000,000. The Department of Labor spent slightly over \$5,000,000. The Department of Commerce, excluding the extraordinary expenses on account of the decennial census, spent about \$18,000,000. The total expenditures of the Department of Justice, including the salaries of justices, United States attorneys, and others engaged in the administration of justice throughout the country, amounted to less than \$18,000,000. Against the total expenditures of these five departments, aggregating about eighty millions, it is interesting to compare the total expenditures of over \$1,000,000,000 during the same period on account of the railroads, payments on account of ships aggregating over half a billion dollars, and payments on account of the Army and Navy aggregating almost \$2,500,000,000. Even more striking is a comparison between the total expenditures of these departments throughout the year and the payments which have been made in many cases, for example, to individual railroads. In one day the Treasury has paid as much as twenty-six or twenty-seven million dollars to one carrier, an amount almost sufficient to carry the Department of State and the Department of Justice through a whole year. In one month last fall the Treasury paid to the railroads over one hundred and thirty millions, enough to run about half the civil establishment proper for a whole year. It is time to face the facts and realize that taken by and large the several executive departments, leaving out of account the extraordinary war expenditures, perform the functions of government entrusted to them at a relatively small aggregate cost, and that while many additional economies may and doubtless will be effected, the saving to be accomplished in this manner can not be relied on to reduce materially the total cost of government on its present basis.

Mr. LA FOLLETTE. It is shown by the address that there has been paid to the railroads out of the Public Treasury, since they passed into the hands of the owners, \$1,000,000,000. In order to make that payment, it has been necessary for the Treasury to borrow the money.

Not one dollar can be paid to the railroads under the Townsend bill without Uncle Sam going out and raising the money upon his notes and paying interest therefor.

Let it be remembered by the Senate that the transportation act of 1920 carried provisions for an adjustment of rates that was bound to be very burdensome upon the American people. I believe it was a crime for Congress to undertake this obligation to pay the roads rates high enough to make 5½ to 6 per cent upon what is called their "aggregate value." I stood on the floor of the Senate for many days in December, 1919, arguing against that thing and saying that the result of it would be that we would be forced to take as the value of the railroads that which they had carried on their books as their investment. As a matter of fact, the Interstate Commerce Commission did take within a few hundred million dollars of the "book value" and fixed it as the actual value.

INVESTMENT ACCOUNTS OF THE RAILROADS IMPRACHED.

The book or investment value of the railroads had been condemned by the Interstate Commerce Commission for years as being spurious and worthy of no reliance, but yet pressed as they were by the terms of the transportation act of 1920, they made a valuation of the railroads which approached very closely to the investment or book value of the transportation companies.

It was asserted here, in the course of the debate yesterday, that the railroad companies have not made their 5½ per cent; that they have made much less than that. How do you know that is true? In order to know their profits, we must know whether there has been honest bookkeeping. I am here to say that they have resorted to practices that have received the disapproval not only of statutory law, but which must receive the disapproval of all mankind who reckon upon honest dealing between men. The transportation act provides that they shall, after deducting maintenance charges, receive a certain percentage. If they swell the maintenance charges by contracting with companies in which they have an interest, if they buy their supplies for maintenance from themselves at 200, 300, 400, and 500 per cent more than they are worth, and thereby reduce their net earnings under the terms of the Esch-Cummins law to 3 per cent or 4 per cent, is there anybody here to defend that course and to say that they

have not received up to the measure of what the Esch-Cummins law provided they should receive?

I tell you that you can not know until you have investigated. The President of the United States was convinced that there were wrong practices going on with regard to this very point to which I am referring, else he would not have vetoed the bill which proposed to suspend section 10 of the Clayton Act which punished those practices by fine and imprisonment. All that section 10 of the Clayton Act did was to impose penalties, after providing specifically to what acts the penalties should apply; but if section 10 of the Clayton Act be suspended it does not make those practices lawful. In any court of justice when anybody who is charged with a trust resorts to dishonest practices in order to make money out of the operations of the trust, an action will lie for recovery, for fraud against those by whom the trust is being executed. Without the suspension of section 10 of the Clayton Act these practices were just as reprehensible. They merely escaped by the suspension of section 10 of the Clayton Act the penalties which the act imposed upon them.

GOVERNMENT CONTROL FOUND TRANSPORTATION SYSTEM A WRECK.

Mr. President, the foundation laid for the extension of these gratuities to the railroad companies, which permit them to plunge their hands into the Public Treasury almost at will, was that they had been wronged by the Federal Government in some way when their property was taken over. Sir, it was not until the situation in 1917 had become desperate, until transportation in the United States had been blockaded, until from the Atlantic to the plains of Kansas cars could not be moved, until under the incompetent, wasteful, and profiteering practices of the railroad companies it was impossible to move a carload of wheat, for instance, from the Iowa wheat fields to Chicago within a period of many weeks—it was only when that desperate situation had developed and was confronting the American people that this Government reached out and laid hold of the railroads and took them over, because transportation had come to a standstill.

After the war broke out in 1914 the demands for traffic created by war conditions offered an opportunity such as never before had been presented in the history of this Government to railroads to make money; and they made money from 1914 to 1917, and neglected everything else but the thought of making money. They permitted their rolling stock to run down; they permitted their tracks to get out of repair; they permitted their freight cars to go to wrack and ruin; so that when this Government took over the railroads on the last day of December, 1917, the whole transportation system was a wreck. That is the fact about it.

Under competent railroad management it has always been recognized that the motive power of the railroads should greatly exceed the immediate demands. Mr. McAdoo, then Secretary of the Treasury and later Director General of the Railroads, in reporting as to the condition of the motive power of the transportation system of this country, the day the railroads were taken over by the Government, asserted that there was not one free engine in the United States—not a surplus engine. I cite that merely as a suggestion as to the condition of the whole transportation system. Never before has there been a condition that approached that which prevailed on December 31, 1917, when the Government took over the railroads. I say again that the railroad system of this country at that time was a wreck. It was reduced to a mere ramshackle conglomeration of transportation facilities.

PUBLIC MISLED AS TO FACTS.

I know that there was organized immediately a publicity scheme for perverting the truth. The railroad executives who were at the end of their resources put up the pitiful face of having been wronged by the taking over of the railroads. As a matter of fact, they were relieved and rescued by the taking over of the railroads by the Government. But their agencies of publicity are without limit in the United States to-day, and have been for many years. They were able to create, all the while that the railroad system was under Government control, a false public sentiment; they were able to drive into the public mind a wrongful statement of everything that pertained to Government operation. The truth will ultimately be known.

When the roads were taken over, they were taken over under terms that were an outrage and a wrong to the American people; they were taken over at a rental value that was from \$175,000,000 to \$200,000,000 in excess of what was reasonable.

I recall that the present chairman of the Committee on Interstate Commerce stood on this floor and denounced the rental under which they were taken over as a wrong and an outrage and a robbery of the American people; and, Mr. President, I

ask leave to quote certain extracts from the report of the Senator from Iowa [Mr. CUMMINS] as a member of the Committee on Interstate Commerce of the Senate, filed February 11, 1918, as a minority argument against the so-called standard of payment of guaranteed returns to the railroads under the act by which the railroads were taken over.

The VICE PRESIDENT. Without objection, it is so ordered. The matter referred to is as follows:

There is no objection that can or will be alleged against giving to the President the authority to make an agreement upon a basis that will provide for full and adequate compensation, but the standard proposed in the bill is, as to many railroads, so unreasonably high that we can not concur in the conclusions of a majority of the committee in that respect.

The first section of the bill reported by the committee expressly authorizes the President to make agreements with the railway companies, guaranteeing incomes computed in the manner set forth in the proclamation, statement, and message. It may, therefore, be assumed that if the authority is given the contracts will be made upon that basis. If the bill passes in its present form, and agreements are made with all the railroads upon the proposed basis, the Government will have guaranteed (according to the majority report) an aggregate annual operating income of somewhat more than \$950,000,000. In the judgment of the writer of this paper, this sum is at least \$175,000,000 more than fair, just compensation for the use of the properties under the circumstances and conditions which now surround and confront us; but the enormity of the proposal is not fairly appreciated until it is understood that the suggested basis of compensation, as applied to nearly one-half of the railway mileage upon which moves 20 to 30 per cent of the traffic, will barely provide—probably will not provide—just compensation, and that for the other one-half of the mileage upon which moves 70 to 80 per cent of the traffic it will provide a guaranteed annual operating income of more than \$175,000,000 in excess of the amount which any well-informed, unprejudiced person can reach as the value of the use of the properties involved.

With due respect to the President and to the distinguished men who composed the bill before us, one can not escape the impression that, in proposing to offer to the railroads this immense sum of money, those who are responsible for the measure have been thinking only of the men who are to receive the money, and that the effect upon the millions who are to pay the money has been, it is feared, entirely absent in their consideration of the question. It should be constantly borne in mind that when arrangements are being made through which one person is to receive money, that some other person must pay the money, and that in determining the justice of the payment the rights of both must be taken into account.

In the proclamation, statement, message, and hearings it was said over and over again that we must be generous and liberal handed, in order to allay the fears of the holders of railway securities and to fortify and strengthen the financial structure of which these securities are a part. Is it not pertinent to inquire with whose money are we to be generous and liberal handed and whose savings are to be drawn upon for the gratuity bestowed upon the railroads? We must either take the money from the shippers or from the people generally in the way of taxes. In either event not a penny should be taken that is not necessary to make just compensation, measured by an honest rule which will protect the rights of those who must pay as thoroughly as the rights of those who are to receive.

As shown by the report of the Interstate Commerce Commission filed in the hearings, the par value June 30, 1917, of all railway bonds (eliminating duplication) was \$10,021,730,075. The annual interest upon these bonds, in round numbers, is \$400,000,000. Deducting this from the aggregate guaranteed income, there remains the sum of \$550,000,000 available for dividends upon capital stock, and whether paid out as dividends or invested in property, the amount is the return upon capital stock.

The aggregate par value June 30, 1917, of the capital stock of all the railroads (eliminating duplication and omitting some of the very small roads which do not report) was \$6,314,570,554. A simple computation shows that the aggregate proposed guaranty will pay 8.5 per cent per year upon the par value of all the capital stock of all the railroads of the country. The mere statement of the proposal puts it beyond defense. It is known to all students or even observers of the subject that the greater part of the capital stock of the railway corporations represents no value whatever; that is to say, the corporations did not receive anything for it, and their properties do not represent the investment of one-half of its par value. In view of the fact that the Government is to maintain the properties and return them, if they ever are returned, in as good condition as they were when taken, it is incredible that the proposal to guarantee to the railroads, as a whole, an operating income (aside from all other incomes) that will pay 8.5 per cent upon the par value of all the capital stock outstanding in the hands of the public should be adopted by Congress.

This showing, however, considering, as it does, the railroads as an entirety, does not present the full injustice of the proposal. In order to apprehend the real effect of the bill it is necessary to segregate the strong railroads from the whole number and see what the guaranty of the first section of the bill will give to them. The Statistical Bureau of the Interstate Commerce Commission has prepared a table naming the railway companies whose average net income to capital stock has been more than 5 per cent during the three years ending June 30, 1917, and among other things it shows the capital stock outstanding for these three years, the average net income for the same period, and the average per cent of net income to capital stock. The column of "Average net income" includes, of course, the income from other sources than operation, but it shows what these companies will have during the period of Federal control available for dividends upon stock, including the standard return and the net amount from other sources. The table thus defines net income: "The net income is 'railway operating income' plus non-operating income and minus deductions for interest, rents, and certain other fixed charges."

It will be observed that the interest on both the funded and unfunded debts has been deducted, so that the net income is what remains for the stockholders for the year's operations.

The railways comprised in the table are divided, according to custom, into three districts: Eastern, southern, and western. The table, so far as these three columns are concerned, is as follows:

Road.	Capital stock actually outstanding (average for the 3 years ended June 30, 1917).	Average net income for the three years ended June 30, 1917.	Average per cent of net income to capital stock.
EASTERN DISTRICT.			
Pennsylvania R. R. Co.	\$499,195,567	\$44,534,939	8.93
New York Central R. R. Co.	249,676,128	32,367,269	12.96
Baltimore & Ohio R. R. Co.	210,809,812	12,285,229	5.83
Pennsylvania Co.	80,000,000	9,537,859	11.92
Philadelphia & Reading Ry. Co.	42,481,700	10,916,875	25.70
Delaware, Lackawanna & Western R. R. Co.	42,320,400	13,890,560	32.90
Pittsburgh, Cincinnati, Chicago & St. Louis R. R. Co.	67,511,723	4,558,593	6.75
Lehigh Valley R. R. Co.	60,608,000	7,169,999	11.83
Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.	57,027,203	5,048,902	8.85
Michigan Central R. R. Co.	18,736,400	3,463,464	18.48
Central R. R. Co. of New Jersey	27,436,800	5,556,775	20.25
Delaware & Hudson	42,502,600	5,437,547	12.79
Philadelphia, Baltimore & Washington R. R. Co.	25,571,000	2,941,153	11.50
Pittsburgh & Lake Erie R. R. Co.	31,991,200	7,537,923	23.56
Elgin, Joliet & Eastern Ry. Co.	10,000,000	945,239	9.45
Maine Central Ry. Co.	18,199,317	1,605,075	8.82
Buffalo, Rochester & Pittsburgh Ry. Co.	16,500,000	1,560,021	9.45
Bessemer & Lake Erie R. R. Co.	500,000	3,236,080	647.22
Chicago & Erie R. R. Co.	100,000	70,449	70.45
Hocking Valley Ry. Co.	10,999,500	1,313,129	11.94
West Jersey & Seashore R. R. Co.	10,317,983	691,139	6.70
Central New England Ry. Co.	8,547,200	717,566	8.40
New York, Philadelphia & Norfolk R. R. Co.	2,500,000	863,508	35.74
Rutland R. R. Co.	9,150,300	575,651	6.29
Bangor & Aroostook R. R. Co.	4,079,067	337,808	8.28
Cumberland Valley R. R. Co.	5,333,550	1,280,684	24.01
Kanawha & Michigan Ry. Co.	9,000,000	991,665	11.02
Lehigh & New England R. R. Co.	6,000,000	819,722	13.66
Chicago, Terre Haute & Southeastern Ry. Co.	4,300,000	231,761	5.46
Lehigh & Hudson River Ry. Co.	1,340,000	374,915	27.98
Monongahela Ry. Co.	3,809,333	332,809	9.26
Cincinnati Northern R. R. Co.	3,000,000	268,573	8.95
Port Reading R. R. Co.	2,000,000	182,547	9.13
Detroit & Toledo Shore Line R. R. Co.	1,428,000	348,020	24.37
Buffalo & Susquehanna R. R. Corporation.	7,000,000	496,202	7.09
Staten Island Rapid Transit Co.	500,000	160,119	32.02
Detroit & Mackinac Ry. Co.	2,950,000	218,976	7.42
Total eastern district	1,593,322,780	182,921,748	11.48
SOUTHERN DISTRICT.			
Illinois Central R. R. Co.	109,288,114	12,893,882	11.75
Louisville & Nashville R. R. Co.	72,000,000	12,058,800	16.75
Norfolk & Western Ry. Co.	138,580,887	17,342,810	12.51
Chesapeake & Ohio Lines	62,738,000	5,845,431	9.31
Atlantic Coast Line R. R. Co.	68,754,700	7,424,004	10.80
Central of Georgia Ry. Co.	20,000,000	1,878,570	9.39
Nashville, Chattanooga & St. Louis Ry.	15,994,831	2,175,426	13.60
Mobile & Ohio R. R. Co.	6,016,800	888,067	14.76
Cincinnati, New Orleans & Texas Pacific Ry. Co.	5,443,400	2,448,928	44.99
Florida East Coast Ry. Co.	10,833,333	1,090,321	10.06
Alabama Great Southern Ry. Co.	11,210,350	1,364,245	12.17
New Orleans & Northeastern R. R. Co.	6,000,000	649,449	10.77
Richmond, Fredericksburg & Potomac R. R. Co.	4,315,067	979,496	22.70
Georgia Southern & Florida Ry. Co.	3,768,000	225,186	5.90
Charleston & Western Carolina Ry. Co.	1,200,000	260,036	21.67
Gulf & Ship Island R. R. Co.	7,000,000	373,070	5.33
Alabama & Vicksburg R. R. Co.	2,100,000	360,784	17.18
Washington & Southern Ry. Co.	4,000,000	348,841	8.72
Atlanta & West Point R. R. Co.	2,483,800	292,922	11.89
Western Railway of Alabama	3,000,000	251,851	8.39
Total	554,745,062	68,636,910	12.37
WESTERN DISTRICT.			
Atchison, Topeka & Santa Fe Ry. Co.	332,323,877	32,230,091	9.70
Southern Pacific Co.	272,725,239	17,983,726	6.60
Chicago, Milwaukee & St. Paul Ry. Co.	233,235,167	14,339,613	6.15
Chicago, Burlington & Quincy R. R. Co.	110,839,100	24,444,045	22.05
Chicago & North Western Ry. Co.	157,591,852	16,040,315	10.18
Great Northern Ry. Co.	249,361,866	24,021,687	9.63
Northern Pacific Ry. Co.	247,982,000	24,287,781	9.87
Union Pacific R. R. Co.	321,835,100	31,018,328	9.64
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	37,810,200	4,571,790	12.09
Oregon Short Line R. R. Co.	100,000,000	9,381,016	9.38
Texas & Pacific Ry. Co. (Rec.)	38,755,110	2,548,330	6.58
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	29,815,000	2,854,452	9.57
Duluth, Missabe & Northern Ry. Co.	4,112,500	4,603,088	114.12
El Paso Southwestern Co.	25,000,000	2,190,198	8.76
Houston & Texas Central R. R. Co.	10,000,000	1,088,368	10.88
Duluth & Iron Range R. R. Co.	5,333,333	2,040,987	38.27
Fort Worth & Denver City Ry. Co.	9,243,800	1,297,029	14.03
Panhandle & Santa Fe Ry. Co.	604,500	389,097	64.37
St. Louis, Brownsville & Mexico Ry. Co.	500,000	263,544	52.71
Chicago, Rock Island & Gulf Ry. Co.	469,000	83,685	17.84
Bingham & Garfield Ry. Co.	6,171,667	1,405,681	22.78
Louisiana Western R. R. Co.	3,360,000	802,684	23.89

Road.	Capital stock actually outstanding (average for the 3 years ended June 30, 1917).	Average net income for the three years ended June 30, 1917.	Average per cent of net income to capital stock.
WESTERN DISTRICT—continued.			
Nevada Northern Ry. Co.	\$2,000,000	\$879,907	43.99
Vicksburg, Shreveport & Pacific Ry. Co.	4,999,300	209,634	5.99
Houston East & West Texas Ry. Co.	1,620,000	234,199	12.20
Cripple Creek & Colorado Springs R. R. Co.	757,000	171,612	22.67
Colorado & Wyoming Ry. Co.	100,000	162,636	162.64
Wichita Valley Ry. Co.	1,020,000	117,936	11.56
Arizona & New Mexico Ry. Co.	2,770,000	237,614	8.58
Total	2,210,635,611	220,076,073	9.93

It is to be hoped that every Senator will carefully read and study the above showing, but inasmuch as there are certain systems which are large and well known, it will not be amiss to direct especial attention to some of them. Under the plan recommended in the bill each of the following companies will have for its stockholders annually during Federal control:

	Per cent.
The Pennsylvania Railroad Co.	8.92
The Pennsylvania Co.	11.92
The New York Central Railroad Co.	12.96
The Philadelphia & Reading Railway Co.	25.70
Delaware, Lackawanna & Western Railroad Co.	32.90
Michigan Central Railroad Co.	18.48
Central Railroad Co. of New Jersey	20.25
Philadelphia, Baltimore & Washington Railroad Co.	11.50
Hocking Valley Railway Co.	11.94
Illinois Central Railroad Co.	11.33
Louisville & Nashville Railroad Co.	16.75
Norfolk & Western Railway Co.	12.51
Chesapeake & Ohio Lines	9.31
Atlantic Coast Line Railroad Co.	10.80
Central of Georgia Railway Co.	9.39
Nashville, Chattanooga & St. Louis Railway	13.60
Mobile & Ohio Railroad Co.	14.76
Cincinnati, New Orleans & Texas Pacific Railway Co.	44.99
Florida East Coast Railway Co.	10.06
Chicago & North Western Railway Co.	10.18
Chicago, Burlington & Quincy Railroad Co.	22.05
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	12.09
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	9.57
Atchison, Topeka & Santa Fe Railway Co.	9.70
Southern Pacific Co.	6.60
Chicago, Milwaukee & St. Paul Railway Co.	6.15
Great Northern Railway Co.	9.63
Northern Pacific Railway Co.	9.87
Union Pacific Railroad Co.	9.64

I have referred to the larger systems, but, to emphasize both the excessiveness of the standard and the disparity it introduces, it may be well to suggest that the following will have for their stockholders:

	Per cent.
Bessemer & Lake Erie Railroad Co.	647.22
The Chicago & Erie Railroad Co.	70.45
New York, Philadelphia & Norfolk Railroad Co.	35.74
The Cumberland Valley Railroad Co.	24.01
The Lehigh & Hudson River Railway Co.	27.98
Charleston & Western Carolina Railway Co.	21.67
Duluth, Missabe & Northern Railway Co.	114.12
Duluth & Iron Range Railroad Co.	38.27
Panhandle & Santa Fe Railroad Co.	64.37
St. Louis, Brownsville & Mexico Railway Co.	52.71
Colorado & Wyoming Railway Co.	162.64

These are astounding facts which the majority of the committee seems to have either overlooked or ignored. It can not be possible that Congress will tax the people of the country, either through rates for transportation or through other impositions, to pay these returns upon capital stock, the most of which was issued in defiance of both law and morals.

One further observation and this subject will be closed. In the majority report, page 3, will be found this statement:

"The percentage of return upon the value of the railroad property taken under Federal control can not be accurately stated, for until the Federal valuation now in process is completed no one knows the value of that property. The book value may be taken for certain comparative purposes as of some significance; it must not be regarded as accurate. The proposed standard return, figured upon the book value of all the companies, will give a return not far from 5.32 per cent. Comparing this return and that which accrues to the purchaser of Government bonds, it seems large, but Government bonds run for a period of 25 or 30 years. The proposed guarantee to the owners of railroad securities may run for only a few months. The Government is practically a tenant at will."

It can easily be proven that the so-called investment account or book value of railroad property can not be accepted for any purpose. The Interstate Commerce Commission has always rejected it. Mr. Prouty, formerly a member of the commission and for some years past at the head of the Bureau of Valuation, told the committee emphatically that it was worthy of little, if any, consideration. In its Twenty-second Annual Report, December 24, 1908, the commission said (p. 85):

"It is sufficient to refer to the well-known fact that no court or commission or accountant or financial writer would for a moment consider that the present balance-sheet statement purporting to give the 'cost of property' suggests even in a remote degree a reliable measure either of money invested or of present value."

The railroad properties which have up to this time been inventoried and reported to the commission are shown to have cost scarcely more than 50 per cent of the investment account or book value. Since 1907 the commission has supervised the account, and the items since that date, while not altogether accurate, reflect some light upon investments;

but before that date the account has no relation whatever to the amount of money in fact put into the properties. It ought to be wholly disregarded.

The truth is that the railway properties of the United States have been, to a very considerable degree, constructed or acquired out of excessively high rates exacted from the public. The railway theory has been that the public ought to contribute, through rates for transportation, sums that are not only sufficient to make return upon the capital invested, but sufficient to build up and increase the properties, and the outcome of the theory is that the public, having contributed the capital, must again pay for the use of the property so acquired.

The time has come to repudiate a theory so destructive and unjust, and to establish permanently the principle that the public shall not be required to pay interest upon that part of the value of railway property which is constructed or acquired through the surplus earnings after outside or independent capital is fully compensated. The bill fails to make provision for this essential feature of accounting between the people and the corporations.

Mr. LA FOLLETTE. The senior Senator from Iowa [Mr. CUMMINS] showed in that minority report, which lies before me on this desk, that the Chicago, Burlington & Quincy Railroad would make 22 per cent on the standard return that was fixed in that bill; and I am not thrashing over old straw, because the guaranty that you have fixed and which is the subject of discussion in this bill is based upon the same terms which the Senator then denounced as "outrageous." He showed that the road that has the center of its power in his own State—the Chicago, Burlington & Quincy—would get 22 per cent under the guaranty fixed, which is the guaranty that you have carried over six months beyond the time when you had the roads rented. That guaranty, fixed from the 1st day of January, 1918, down to the 1st day of March, 1920, was a rental for the roads. They were guaranteed \$75,000,000 a month for the use of their properties; and Senator CUMMINS, standing on this floor when that was proposed at the beginning of 1918, under the act taking over the roads, denounced it as a robbery of the American people, as indefensible, and wrong; and he pointed out what the various roads would get on that guaranteed return in percentage on their stock. He called attention to the fact that the stock was not representative of the actual investment in the property then, though it became so in the bill which he reported, the transportation act of 1920; not by terms, but it has worked out so that it is exceedingly close to it.

Just listen to some of these percentages. I read from page 6 of his report:

As shown by the report of the Interstate Commerce Commission filed in the hearings, the par value June 30, 1917, of all railway bonds (eliminating duplication) was \$10,021,730,075. The annual interest upon these bonds, in round numbers, is \$400,000,000. Deducting this from the aggregate guaranteed income, there remains the sum of \$550,000,000 available for dividends upon capital stock; and, whether paid out as dividends or invested in property, the amount is the return upon capital stock.

Now, listen to what he says:

The aggregate par value June 30, 1917, of the capital stock of all the railroads (eliminating duplication and omitting some of the very small roads which do not report) was \$6,314,570,554. A simple computation shows that the aggregate proposed guaranty will pay 8.5 per cent per year upon the par value of all the capital stock of all the railroads of the country. The mere statement of the proposal puts it beyond defense.

If it put it "beyond defense," then, why does it not put it beyond defense to propose to enlarge this gratuity? If it was indefensible as a rental when the Government was operating the railroads, what is it when the railroads are restored to their owners and it is paid as a subsidy?

I am not arguing for a minute that you should take it away from them. It was, it seems to me, a betrayal of public interest to put into the Esch-Cummins law a provision that they should have this \$75,000,000 a month for six months after the railroads passed back into their control; but, since it is there, I stand here for this Government to keep it just as it was written in the bond, but not to enlarge it in a manner that any man who has had experience in dealing with claims against the Government knows would permit those claims to be extended without limit in the future, to be juggled with as an open account.

There was a limitation in the terms of the bond, as we made it in the bill which you passed as the Esch-Cummins law. It was provided that the guaranty should be paid after the guaranty period and upon a final settlement. There was the one further condition that during the guaranty period they might have, because they plead for it, advances for two purposes, to pay fixed charges and operating expenses; and Congress said,

"You may have it; we will go that far, but we will go no further, and we will require you, if you get those advances, to give a bond satisfactory to the Secretary of the Treasury that if upon final settlement those advances are an overpayment of what was coming to you, it shall come back." Even the men who made the Esch-Cummins law were apprehensive that the railroads might be nearing the edge of the precipice, and that if they did not give these bonds in making these settlements the Government might be mulcted.

GRATUITIES HAVE NOT IMPROVED SERVICE.

I tell you, Mr. President and Senators, you are not helping the situation by these gratuities. You have a condition of things where the transportation companies of this country have established the habit of coming to the Public Treasury and to the Government. You have fixed it in the law so that they need not exert themselves. You put a premium upon inefficiency when you gave them the guaranty in the Esch-Cummins law. You gave them this guaranty, and you gave it to them at a standard that the senior Senator from Iowa [Mr. CUMMINS] told the Senate, in this minority report, was indefensible in 1918.

This report bears the date of February 11, 1918. He said it was indefensible, because it fixed a rental value of these roads, which you have carried over into this guaranty over which we are now contending, which would pay an average of 8½ per cent on all stocks of all railroads. It would pay the Pennsylvania Railroad Co. 8.93, nearly 9 per cent. It would pay the New York Central 12.96 per cent, not on stocks for which they paid money, but as everybody knows on the fictitious stock issues. You are dealing with a guaranty to-day which the Senator from Iowa denounced; and, mark you, when I am talking I am not arguing that we should get out of the guaranty that we have made. I stand just as much as does any Senator for keeping the honor of this Government unsullied when it makes a guaranty, even though it be a foolish guaranty, a wicked guaranty, a wrongful guaranty. I stand for keeping it, but not for enlarging it; and you are enlarging it here, and you will have to account for that some day.

I shall not take the time to read many more of these figures. They run in the case of some of the companies as high as 44.99 per cent, 16 per cent—I just catch these figures as my eye runs down the column—22.70 per cent, 647 per cent—go out and face your constituents with a record like that, if you can!—70 per cent in the case of the Chicago & Erie Railroad Co. Can you justify that in some way?

New York, Philadelphia & Norfolk Railroad Co., 35 per cent.

I am not reading my own tabulation, but that of the present chairman of the Committee on Interstate Commerce.

That is the standard that was fixed when you took the railroads over as a rental, and then, when the time came for turning back the roads, this Congress did the most extraordinary and unaccountable thing, saying, "We will give you back your rented property, and we will continue to pay the rental value at these high terms for six months."

Ah, but it has been argued—and the facts have been falsified to prove—that the Government had used these roads so badly that it ought to do something mighty generous when it turned them back. Do you think the gratuity offered them will be accepted by the roads as wiping out any claims they have? No; they have already lodged against this Government enormous claims, gigantic claims, which they are going to prosecute in the future, because they say the property is damaged.

I say their property was not damaged, and I hope to be allowed to live and to be in a position where I can resist them in the years to come, when they present these fictitious and fraudulent claims of damage to their property. What did the Government do to this wreck when it took it over—the transportation system that had broken down; that took four to five weeks to move a carload of wheat to Chicago, a distance of 150 to 200 miles?

The President decided that it was necessary to take them over, in order to rescue the people. The people of this country were freezing for fuel; they were starving for food, which could not be transported, and the war depended upon this great agency for transportation, without which supplies could not be sent to our soldiers in France, without which the Allies, whom we were supporting with munitions of war of every sort, could not carry on their warfare.

Not from choice, but because the Government found itself facing a stone wall, it reached out and took hold of these transportation lines. Oh, Mr. President, I do not expect that justice

will be done, for a generation to come, to anybody who crosses the pathway of the financial interests of this country, but some time or other the truth will be known about the transportation situation when these railroads were taken over.

I have no particular reason for defending this administration, or saying a word of compliment respecting it, but I undertake to say that never before in this generation was there such a demonstration of power and judgment on the part of the Government as the taking over of the railroads. Of course, the Director of Railroads had the resources of this Government at his back; he could correlate the transportation forces; he could consolidate; he was given that power. But with a wisdom and a vision nothing less than masterful, the man at the head of the transportation system of this country from January 1, 1918, almost as if by magic, constructed out of that wreckage the railroad companies had turned over, a modern, up-to-date war machine for transportation for the greatest war the world had ever known. He built a war engine of transportation, and pretty soon the entanglements were cut, the system began to unwind, cars that had been standing indefinitely upon sidetracks and blockading the yards, began to be slipped out, this way and that, and engines were joined to the trains that were made up.

It was an achievement; and he did it, I undertake to say here, in the face of the opposition of these railroad owners, who were apprehensive that Government operation might be a demonstrated success, and they were determined that that should not be so, and they organized all their resources to discredit everything the Director General did. The time will come when the truth will be known about the sabotage they practiced upon their own property in order to discredit the operation of the administration.

I have gone over affidavits of men who were in the shops, and who were working in various places on the railroads, who told, under oath—and that is all preserved, and it shall see the light some day—of the orders they were required to execute or quit the service, orders which blockaded transportation, orders which undermined and retarded work, orders which destroyed material. Engines were left standing out in the dead of winter in 1918 after they came into the hands of the Government on January 1, with the water in the pipes permitted to freeze and burst, and that at a time when the Government did not have an extra engine.

Treason to the Government? If you would hunt it out, you can find it there trying to hamper this engine of war, transportation, and to discredit Government operation. Mr. McAdoo, in his reports, which you have seen, went into these facts.

I say that every effort was made that was possible, when McAdoo came to the director generalship of the railroads of this country, to break down his system of transportation. I repeat that sabotage was practiced, and say that I have the proof.

Mr. President, notwithstanding the normal difficulties incident to carrying on a transportation system for a great war, in the face of the artificial and malicious obstructions interposed by men in high places to make the system fail, that man McAdoo worked out the problem.

Instead of the Government, under this administration, proceeding to rob the railroads and to hand them back at the end of the Government operation a wreckage, although the railroads are now making that contention the basis of enormous claims which they have filed against the Government—the facts are, notwithstanding what appeared in the press all the while, fed out by the railroads' publicity departments, the railroads were turned back in a condition superior to the condition in which they had been received, and the figures prove it.

Let me say in passing that all the money spent during the 26 months of Government control was spent on the recommendation and under the direction of the same railroad managers who were in charge during private control, so it can not be argued that the money was misspent without convicting the high officials of the roads themselves.

I wish to introduce into the Record five tables of figures prepared by the Interstate Commerce Commission on monthly reports, rendered by class 1 railroads, which constitute 97 per cent of the railroad mileage of the country.

Mr. President, I ask leave to print the five tables which I have here showing net railway operating income as defined in the Federal control act, the total railway operating revenues, the total railway operating expenses, maintenance of equipment, and maintenance of way and structure.

The PRESIDING OFFICER (Mr. GRONNA in the chair). Without objection permission is granted.

The tables referred to are as follows:

TABLE I.—Total railway operating revenues.

	1920	1919	1918	1917
January.....	\$500,860,649	\$397,231,510	\$285,359,343	\$300,843,745
February.....	424,856,496	352,385,229	290,021,416	244,414,639
March.....	460,547,820	377,383,701	366,369,962	317,149,867
April.....	401,604,695	389,487,271	371,640,412	319,328,491
May.....	456,006,543	413,945,449	378,961,675	345,904,283
June.....	493,775,188	426,089,950	395,200,856	349,669,869
July.....	528,132,986	455,280,142	470,385,534	348,394,394
August.....	554,788,872	471,714,375	504,713,093	366,223,601
September.....	616,200,796	498,611,917	488,135,960	358,798,497
October.....	642,135,312	509,760,115	480,332,259	382,544,311
November.....	592,130,728	438,105,217	439,770,981	357,273,626
December.....	550,582,381	453,288,918	440,100,165	337,099,053
Total.....	6,621,619,466	5,183,283,794	4,919,991,656	4,027,644,384

TABLE II.—Total railway operating expenses.

	1920	1919	1918	1917
January.....	\$414,788,982	\$361,144,665	\$271,521,592	\$187,614,922
February.....	415,003,037	325,147,641	261,344,313	207,795,297
March.....	421,713,184	347,877,435	284,211,122	229,028,449
April.....	404,480,142	344,770,607	281,562,580	227,626,666
May.....	441,031,310	355,691,811	286,578,422	238,686,946
June.....	477,963,290	346,407,447	435,385,174	235,581,846
July.....	511,773,300	358,801,812	318,153,814	237,809,378
August.....	678,728,882	359,149,584	360,462,142	246,918,741
September.....	511,482,960	399,904,137	370,604,890	244,316,681
October.....	526,578,888	405,879,309	383,372,565	260,057,219
November.....	510,501,332	389,891,952	363,819,093	261,739,178
December.....	503,206,889	414,615,756	395,034,562	251,302,146
Total.....	5,817,252,216	4,419,371,154	4,012,050,270	2,828,177,409

TABLE III.—Net railway operating income as defined in the Federal control act. [Minus mark indicates deficit.]

	1920	1919	1918	1917
January.....	\$84,147,547	\$18,442,102	— \$4,097,117	\$57,239,526
February.....	— 12,217,639	9,788,655	11,877,297	41,601,884
March.....	14,320,571	10,661,152	62,755,805	70,499,083
April.....	— 29,604,417	26,002,383	71,407,370	74,441,544
May.....	— 13,455,871	39,340,216	73,334,485	92,567,508
June.....	— 16,284,900	52,138,463	— 61,274,025	95,119,174
July.....	— 10,427,989	77,229,492	138,523,719	92,599,620
August.....	— 155,227,617	92,508,715	128,155,848	101,386,055
September.....	75,310,311	77,648,722	99,527,095	94,982,497
October.....	86,455,487	76,294,127	87,353,285	102,700,478
November.....	54,343,793	22,025,897	57,270,153	76,764,748
December.....	10,225,583	12,781,342	27,413,930	64,561,378
Total.....	67,584,859	514,861,176	692,248,761	974,553,472

TABLE IV.—Expenditures for maintenance of equipment.

	1920	1919	1918	1917
January.....	\$117,613,057	\$99,692,016	\$67,221,222	\$53,515,909
February.....	118,731,081	90,020,341	66,620,506	49,647,702
March.....	117,058,785	96,601,779	74,136,684	55,235,596
April.....	111,670,570	94,802,625	73,456,323	54,496,310
May.....	118,532,301	95,417,392	75,024,766	57,877,093
June.....	127,120,900	96,675,119	106,245,571	55,599,056
July.....	138,198,670	96,521,194	83,297,697	56,068,842
August.....	179,967,569	92,202,302	116,154,835	59,912,634
September.....	134,146,605	125,597,397	118,293,735	58,375,169
October.....	139,407,467	115,987,672	119,042,501	63,895,847
November.....	139,203,191	112,211,521	102,094,322	65,100,019
December.....	138,741,728	99,546,390	109,012,348	60,703,399
Total.....	1,580,391,924	1,215,275,748	1,110,540,513	690,487,606

TABLE V.—Expenditures for maintenance of way and structures.

	1920	1919	1918	1917
January.....	\$57,903,492	\$58,453,440	\$40,882,750	\$32,043,121
February.....	64,415,432	54,275,209	55,923,338	30,231,170
March.....	68,047,269	59,673,828	45,944,494	35,358,498
April.....	75,940,376	63,520,896	47,089,998	38,651,179
May.....	90,162,431	68,932,323	49,534,025	41,050,843
June.....	95,102,230	66,300,018	67,875,290	41,246,833
July.....	99,929,899	66,857,388	54,194,787	40,740,529
August.....	139,876,887	68,202,955	56,820,820	42,393,551
September.....	95,133,358	68,968,508	60,220,039	40,658,262
October.....	90,895,381	72,383,533	63,899,868	40,490,983
November.....	81,358,609	66,670,888	62,694,295	38,707,203
December.....	71,735,168	58,274,720	70,347,728	23,809,674
Total.....	1,030,500,552	772,513,676	656,427,482	445,391,832

Mr. LA FOLLETTE. These tables tell their own story. Table No. 1, setting forth the railway operating revenues, shows that since the rate increase, which became effective in 1920, in spite of the falling off in passenger and freight traffic on account of the prohibitive rates, the railroads have averaged an enormous revenue of \$600,000,000 a month. This means an annual transportation bill for the people of this country of more than \$7,200,000,000.

If you owned a farm, and you were hiring your cotton or your wheat transported to the railroad station, and you found that every three years, or every two years, as a matter of fact, you were paying somebody to haul that cotton down to the railroad station enough to buy a truck to haul it yourself, you would not continue paying that exorbitant charge, I do not believe. Even if you found that, according to the exorbitant price at which the owner of the truck held the truck to be worth, it took three years, when the life of the truck would run into many years, you would not pay him enough to buy out the whole truck system in three years as a transportation rate to get your product from the farm to the market.

RATES HIGH ENOUGH TO BUY TRANSPORTATION SYSTEM IN TWO YEARS.

That is what we are doing with the railroads. At the rates this Congress commanded the Interstate Commerce Commission to fix, \$7,200,000,000 will be paid for transportation charges the coming year. It is enough to buy the railroads in a single year, if you got them at what was invested in the business. It would be enough in two years to buy them if you allowed them the most liberal estimates. It is enough in three years to more than buy them, if you take them at the book value that they have fixed upon inflated, fictitious, and fraudulent issues of stocks and bonds and the payment of exorbitant and false and fictitious expenditures.

When the roads were under Federal control in 1917 the yearly revenues were only \$4,000,000,000, and by your own votes you directed and compelled the Interstate Commerce Commission to put up the rates on the railroads so that now the annual payment for transportation is \$7,000,000,000, in round numbers. During 1918 and 1919, the two years of Government operation, the annual transportation cost averaged only \$5,000,000,000.

The railroads are thus realizing an annual revenue at the present time which exceeds the revenue enjoyed during the two years of Government control by more than \$2,000,000,000 a year, and yet the railroad owners complain that they are unable to operate the roads at a profit.

They are here asking, not for the guaranty that you made when you passed the Esch-Cummins bill, but an enlargement of that guaranty, which will increase the amounts taken from the Treasury hundreds of millions of dollars before you finish with it. They are asking to run an open account here with the Treasury, something never before asked by anybody who asserted any claim against the Government. I will invite any Senator to search the records of Congress to find that, on the strongest showing that could be made, we ever allowed anyone to file claims against the Government without fixing a time limit within which the claims must be filed or be barred. You put that into the law when you passed it a year ago. You said that the settlement should be made at the end of the guaranty period.

Come with me one step further. Table No. 2, embracing railroad operating expenses, shows that since the roads went back to private operation the operating expenses have jumped until now they are nearly \$100,000,000 a month in excess of the highest monthly expenses under Government operation. There is something wrong somewhere, but I know what the apologists for the railroads will say. They will say that the Government handed back the railroads smashed to pieces, and, of course, they had to go to work and build them up. But, Senators, if you investigate, you will find they are going to work to build them up through contracts made with supply companies in which they have an interest, at 400 per cent more than they could perform the work in their own shops.

You have heard a great deal about turning cars back broken down and engines in a state of ruin. I have before me Table IV, showing what the railroad companies expended on their equipment in 1917 before we took them over, and I am going to read what they expended on them the last year that they operated the railroads, month by month, and then what the Government expended on them the last year that it operated them, and let you see them in parallel.

The last year the railroads operated them, in 1917, in the month of January of that year they spent \$53,000,000. The Government in the corresponding month of the last year we operated them spent \$99,000,000.

In February, 1917, the railroads spent for equipment \$49,000,000. In February, 1918, the Government spent \$66,000,000, and in February, 1919, \$90,000,000. Mind you, this is for maintenance of equipment. We had them in January, 1920, and in February, 1920. In January, 1920, the Government spent \$117,000,000, and in February, 1920, \$118,000,000. Compare that with what they spent in February, 1917—\$49,000,000.

In March, 1917, their expenditures for equipment were \$55,000,000. In March, 1918, the Government expended \$74,000,000, and in March, 1919, it expended \$96,000,000. I do not read what they expended in March, 1920, because the property went back in their hands March 1, and under the practices in which they were engaged they had an incentive for making it high. They had contracts with the Government that no matter what their deficit was, it should be repaid them out of the Public Treasury.

Let me continue the comparison. I had come down to March. In April, 1917, they expended for maintenance of equipment \$54,000,000. The Government in April, 1918, one year later, expended \$73,000,000, and a year later, in 1919 expended \$94,000,000, almost double what the railroads themselves expended for their own equipment the last year that the Government let them run the roads.

In 1917, in May, the railroads spent \$57,000,000 and one year later, in the same month, the Government spent \$75,000,000, and the next year, 1919, in the same month, the Government expended \$95,000,000. Oh, my friends, how do these figures square with the stories you read about the Government letting the properties go to rack and ruin?

It would have been an idiotic, an imbecile policy, on the part of the Government to let the property deteriorate and turn it back in that condition. They would know that there must be an accounting for it. They did not do it, and the figures show that they did not do it. All the falsification that has flooded the newspapers of the day can not change the facts.

In June, 1917, the railroads spent \$55,000,000 for maintenance of equipment. The following June, one year later, this Government that was ruining the railroads' property spent \$106,000,000. In 1919 the Government spent \$96,000,000 for maintenance of equipment. In July, 1917, the railroads spent \$56,000,000. In 1918, in the same month, the Government spent \$83,000,000, and in 1919 it spent \$96,000,000 for maintenance of equipment. In 1917, in August, the railroads spent \$59,000,000 on their own property, and one year later, in the same month, the Government spent \$116,000,000, and in 1919, in the month of August, the Government spent \$92,000,000.

I come now to September, 1917. Those of you who watched the transportation situation will remember that in September, 1917, as we were approaching the fall, transportation became blocked everywhere over the country; that people were trying desperately to get their coal and their food. In the month of September the railroads spent only \$58,000,000 for maintenance of equipment.

What was happening to their equipment when they were not putting any more money into it? They were trying to carry the traffic for Europe for the war. They turn to the Government and say, "You wrecked our property." And they are piling up their claims for damages now against the Government, and future generations will wrestle with the problem and with the lies that can be manufactured to support it. But in September, 1918, the Government spent \$118,000,000, and in September, 1919, \$125,000,000 for the same purpose for which the railroads in the corresponding month of 1917 spent only \$58,000,000!

I come now to October, down pretty nearly to the time when the Government took the property over because they were not keeping up their equipment and their maintenance of way and structures. Engines were stalling, freight cars were breaking down, tracks were spreading, bridges were giving way, and the whole system was out of repair.

Their expenditures for maintenance of equipment for a year, the last year that they had the property, stand stationary at a certain figure; and yet they were carrying a tonnage that the world never before saw attempted to be moved by railroads. They were not carrying it very far; they were sidetracking a good deal of it.

Why? So greedy were they for the high transportation charges that they were making under the war conditions that they could not drive themselves into spending money in order to keep up repairs. They must not take the rolling stock out of use; it must not be sent to the shop; it must be kept going. Their order was, "It does not make any difference whether you deliver the freight or not; get it, and get it onto our tracks." That was the policy.

In October what did they spend for maintenance of equipment? The amount increased \$5,000,000 over the expenditure in September. They spent \$63,000,000 in October, 1917, for maintenance of equipment. What did the Government spend one year later in the same month? The Government spent \$119,000,000. Was the Government letting the equipment run down by making double the expenditure which the railroads had made? Probably outside of those connected with the Railroad Administration and outside of the railroad employees of the country, who know what was actually done, I do not believe there can be found 500 men in the United States who do not believe that the Government dealt unfairly with the railroads when it took the property away from them or who do not believe that they handed it back to them in a state of wreckage. The railroads are claiming that, and they are making that the basis of hundreds and hundreds of millions of dollars, which may run into the billions of dollars of claims for damages to the property, when the Government each year was spending from 33 to 50 to 100 per cent more for maintenance of equipment all the while the Government had the property than the railroads spent the last year they operated the property.

In October, 1917, I repeat, the railroads spent \$63,000,000 for maintenance of equipment. The Government took the railroads over, and in the same month a year later spent \$119,000,000 for the same purpose, and a year later spent another \$115,000,000.

We come down to November, 1917, and find that the railroads spent \$65,000,000 in that month for maintenance of equipment. They had come up six or seven million dollars above the expenditures during September. There was grumbling everywhere and they had to fix things up a little; so they expended \$65,000,000. What did this bad Government, which was misusing the property which it had commandeered from the railroads, do in the corresponding month of the year following as against the expenditure of \$65,000,000 by the railroads in October, 1917? The Government spent for maintenance of equipment for October, 1918, the sum of \$102,000,000, and for October, 1919, the Government spent \$112,000,000, practically twice what the railroads spent for maintenance of equipment.

In December—the Government took the railroads over at the close of December—the railroads spent \$60,000,000. The Government took them and in December the year following spent \$109,000,000, and in the corresponding month of 1919 spent \$99,000,000.

Ah, but some Senator may follow me who will say, "He was very careful not to give any attention to anything but maintenance of equipment; he did not say anything about the condition in which the tracks, the structures, and the bridges were left. The Government permitted them all to go to ruin; they could get trains over the tracks and over the bridges, and they let those things go; they were only doing the things that had to be done; they were keeping the wheels turning." Let us look at that side of the picture for a moment. I cite Table V, showing expenditures for maintenance of way and structures.

In January, 1917, the railroads spent \$32,000,000 for maintenance of way and structures; for the same month a year later the Government spent \$40,000,000; and in the same month of 1919 the Government spent \$58,000,000, or almost twice what the railroads had spent in the same month two years before.

In February, 1917, for maintenance of way and structures the railroads spent \$30,000,000; in February, 1918, the Government spent \$38,000,000, and in February, 1919, the Government spent \$54,000,000. It was taking fairly good care of the rented property. If you get a renter to take your property, whatever the property may be, if he expends as much as you spend annually upon that property for maintenance and repairs, to keep the structure up in every respect, you will be pretty well satisfied, I take it, but here was a renter of the railroad property who was spending from 30 to 50 per cent more than the owners themselves had spent when the property was absolutely under their own control.

In March, 1917, the railroads spent for maintenance of way and structures, \$35,000,000; in March, 1918, the Government spent \$43,000,000 for the same purpose; and in March, 1919, the Government spent \$59,000,000.

In April, 1917, the railroads, for maintenance of way and structures, spent \$38,000,000; in the corresponding month of 1918 the Government spent \$47,000,000, and in the corresponding month for 1919 the Government spent \$63,000,000.

In May, 1917, the railroads for the same purpose spent \$41,000,000; but the Government went them better, for in May of the following year the expenditures of the Government for the same purpose were \$40,000,000, and in May of 1919, \$68,000,000.

In June, 1917, the railroads, for maintenance of way and structures, spent \$41,000,000, whereas in June, 1918, the Gov-

ernment for the same purpose expended \$67,000,000, and in June, 1919, \$66,000,000.

In July, 1917, the railroads, for maintenance of way and structures, spent \$40,000,000, while the Government in the same month of the following year spent \$54,000,000, and in July, 1919, during which time it exercised control of the railroads, it spent \$66,000,000, as against the \$40,000,000 expended by the railroads in July, 1917, when they had control of their property. The Government was a pretty good tenant, was it not?

In August, 1917, the railroads for maintenance of way and structures spent \$42,000,000; while the Government in August, 1918, spent \$56,000,000, and in August, 1919, \$68,000,000 for the same purpose.

In September, 1917, the railroads for the same purpose expended \$40,000,000; whereas in September, 1918, the Government spent \$60,000,000, and in September, 1919, \$68,000,000.

In October 1917, the railroads spent \$40,000,000; they were just holding their own; but the Government took the railroads over, and for the corresponding month in 1918 spent \$63,000,000, and for the corresponding month of the last year of Government control, namely, 1919, the Government had spent \$72,000,000 at the end of the month.

In November, 1917, the railroads reduced their expenditures for maintenance of way and structures to \$38,000,000. The Government took the roads over, and for the corresponding month in the two following years expended almost double what the railroads had expended for maintenance of way and structures, the amounts being \$62,000,000 for November, 1918, and \$66,000,000 for November, 1919.

In December, 1917, the railroads only spent \$23,000,000 for maintenance of way and structures. They did not even shovel the snow off the tracks. The Government took the railroads, and for the same month a year later spent \$70,000,000 for the same purpose, and for the corresponding month in 1919 expended \$58,000,000 for the same purpose.

There you have the record as to expenditures for maintenance of way and structures and expenditures for maintenance of equipment for two years. Yet you will have dinned into your ears for a generation to come the false cry that the Government should turn over to the railroads hundreds of millions of dollars, yes, sums running into the billions, for claims predicated upon the allegation that the Government took their property, treated it badly, and turned it back to them broken down and out of repair.

I do not want to speak extravagantly, Mr. President, but this is only a sample of what this Government has received at the hands of the railroads ever since 1887, when it put forth its hands to restrain them and to regulate their business. It has been one long contest, one long struggle of resistance on the part of the railroads and of feeble attempts at regulation by Congresses which, decade after decade, have been more completely under the influence of the railroads than under the influence of the public, and it has been a losing game all the while. This is a sample of it. We get it everywhere. The Senator from Iowa [Mr. CUMMINS] reflected it in his report when he showed at the time the roads were taken over the outrageous standard fixed for rental, under which enormous returns would be paid on fictitious capitalization.

Bear in mind that I am not urging this as a reason for going back on our word. I am simply urging it as a reason for not being jobbed again by these railroads; that is all. And with the Treasury in the condition that it is in, with the bonds that this law has put upon the public all over this Nation, I stand for Congress to find itself and to begin to represent something besides the railroads when a piece of this legislation comes along. [Manifestations of applause in the galleries.]

The PRESIDING OFFICER (Mr. GOODE in the chair). No demonstrations in the galleries are permitted.

Mr. LA FOLLETTE. It is false that the railroads have been wronged by this Government. They have been the recipients of bounty, bounty untold, for years. We have lived to see the Interstate Commerce Commission converted in the last few years into a commission that is exceedingly liberal with the railroads. The hour is coming, and it is approaching fast, when there must be said some plain things upon this floor with regard to the work of the Interstate Commerce Commission. With all the progressive men on the Republican side standing together, the naming of some of those men to that commission was resisted, and the showings made here were such that upon the other side of the Chamber requests were made for suspension of further discussion of the matter until application could be made to the Executive to withdraw the nominations. I think all this has been made public, has it not?

Mr. SIMMONS. I do not remember.

Mr. LA FOLLETTE. If the Senator is not certain about it, I will discontinue what I am saying. I do not want to violate the rules.

Mr. SIMMONS. Mr. President—

The PRESIDING OFFICER. Does the Senator from Wisconsin yield to the Senator from North Carolina?

Mr. LA FOLLETTE. I yield.

Mr. SIMMONS. I should like to have a quorum here.

Mr. LA FOLLETTE. Oh, Mr. President, I am taking too much time. It is not quite fair to those who will want to speak after me to exhaust all the time.

Mr. SIMMONS. The Senator has been discussing a very important matter. He has been giving the Senate the result of very thorough investigation. A part of the time there have been present only two Senators on the other side of the Chamber, and at one time there was present only one Senator on the other side of the Chamber, which is responsible for railroad legislation. There are more in the Chamber now, but I thought possibly the Senator might want a larger audience.

Mr. LA FOLLETTE. I beg the Senator not to raise the point, and let us save this time. I see, Mr. President, that even if I took all the time up to 2 o'clock I should not be able to conclude what I have prepared to say. The Senator in charge of the bill suggests that according to his understanding I shall not have unduly encroached upon the time if I run along up until 2 o'clock, and I will make just as much speed as I can, for I have many things to say.

Mr. THOMAS. I hope the Senator will speak until then, because I unconsciously and unwittingly trespassed upon part of his time this morning.

Mr. LA FOLLETTE. The Senator was very kind, and the moment his attention was called to it he very generously yielded the floor.

I think I have run quite a bit ahead of my notes.

DEFICITS INCREASE UNDER PRIVATE OPERATION.

Mr. President, in the midst of war, when profits were subordinated to the task of moving troops and supplies, the Railroad Administration incurred a deficit during the 26 months of Government control of but \$715,000,000, or an average of less than \$28,000,000 a month. Of course, Mr. President, every Senator will remember the outcry that went abroad over this country of the enormous deficit that was piling up as the result of Government operation of the roads. For the time that the Government operated the roads in war time, when there was no chance to consult the profit interests of the roads, when things had to move that were most needed, whatever the cost and whatever the sacrifice, and whether it was the best-paying freight or the poorest-paying freight it had to get to its destination, there was a total deficit for the 26 months of \$715,000,000, or an average of less than \$28,000,000 a month. This deficit, be it remembered, was incurred after wages had been increased from the starvation level at which they were maintained by the private owners by more than \$800,000,000 per year, and while coal supplies and repairs were paid for by the Government at war prices; yet in the face of these difficulties, at the time when this body had the Cummins bill under consideration, the railroads under Government operation were actually beginning to operate at a profit, and were wiping out the large deficit incurred during the first year of Government control.

The coal strike and the steel strike in the fall of 1919 interfered with normal conditions of the winter of 1919 and 1920 and prevented the railroads from realizing profits in the final months of Government operation. But, as I have stated, the deficits for the period of 26 months ending March 1, 1920, aggregated only \$715,000,000.

When the railroads went back to their owners March 1, under section 209 of the transportation act they were sure of their profits no matter how dull the traffic conditions and no matter how inefficient the management. Nevertheless, in voting to the railroads a gratuity of unearned profits, to be paid out of the public taxes, Congress had expected, and the railroad owners understood, that the roads should be managed in an honest, economical, and efficient manner, so that whatever deficits occurred should be legitimate.

That the law was thus understood by the railroads is evidenced by a signed statement published in the February, 1921, number of the Southern Pacific Bulletin, by T. DeWitt Cuyler, chairman of the railway executives. Mr. Cuyler, who is a member of the boards of directors of some of the largest class 1 railroads, and a director of the Guaranty Trust Co., of New York, appeared before the congressional committee which framed the transportation act and himself urged the adoption

of many of the provisions contained therein. He writes in the Southern Pacific Bulletin, a railroad publication:

Under the transportation act the railroads are bound by rigid restrictions as to what they may pay out for repairs and maintenance. During the period covered by most of the so-called excessive charges the railroads were guaranteed net earnings equal to those of the Federal control period. For this guaranty period the law specifically excludes all unusual or disproportionate charges.

In his statement Mr. Cuyler quotes from section 422, subsection 15a, the provision in which Congress limited railroad expenses to such items as might be incurred "under honest, efficient, and economical management and reasonable expenditures for maintenance of way, structures, and equipment."

That was the language and spirit of the transportation act. For the first time in American history unearned profits were guaranteed out of the public funds to private corporations; this gift was justified on the claim that deficits under private operation would fall far short of deficits which were being incurred under Government operation. And the Senators who made that claim pointed to section 422 of the law as a protection to the taxpayers of this country because it conditioned the Government's bounty upon "honest, efficient, and economical management and reasonable expenditures."

How did the railroads respond to this show of confidence on the part of Congress? No sooner were the transportation facilities of the country back in their hands than they began the letting of contracts to supply companies at unprecedented figures. The railroad shops which had recently been organized, and employed union labor, proceeded to discharge men, reduce output, and were in many cases closed down.

At enormous increase in operating expenses, fat repair contracts were given to "outside" companies employing nonunion men. In many instances the boards of directors of these "outside" supply companies were controlled by the same men who were directors of the railroad companies. New companies were organized in which the same interlocking control existed, and so lucrative did this "farming out" of repairs become that the stocks of the corporations supplying repairs to the railroads maintained a higher level in Wall Street than the securities of any other class of manufacturing concerns. (See Appendix.)

This practice served a double purpose. It enriched the great interests which control the railroads, and in addition it threatened the existence of union labor. Under section 209 of the transportation act these sinister purposes could be served at public expense, because no matter how high their operating expenses, no matter how poor and inefficient the service, the railroads had been guaranteed profits of \$75,000,000 a month from the Public Treasury.

The inevitable result of this guaranty, which put a premium upon extravagance, soon followed. Although in granting this guaranty it had been urged, among other reasons, that the railroads would cost the Government less under private operation than under Government operation, it was found on September 1, 1920, that the deficit for six months aggregated an amount estimated at the astounding figures of \$631,500,000. Think of it! In six months the private owners of the railroads piled up a deficit 85 per cent as large as the deficit of \$715,000,000 incurred by the Government during 26 months of Federal control. The monthly deficits under Government operation had averaged, under the exacting conditions of a great war, less than \$28,000,000 a month; under private operation, in a time of peace, the deficits averaged in excess of \$105,000,000. In other words, the average monthly deficit under private control, in time of peace, have been nearly 300 per cent higher than the deficits incurred during Government operation in time of war.

I know the familiar argument will be advanced that these swollen deficits can be accounted for by the switchmen's strike and by the increase in wages, which was retroactive from May 1. But by the same logic the Government deficits would have been substantially reduced had it not been for the coal and steel strike of 1919 and the advance in wages, aggregating over \$800,000,000.

COMMISSION INVESTIGATING RAILROAD EXPENDITURES.

It was so apparent from the enormous deficits piled up during the six months' guaranty period that expenditures had not been "reasonable" and that the management had not been "honest, efficient, and economical," that the Interstate Commerce Commission in January, 1921, ordered an investigation into the expenditures of the railroads during this period. This investigation is now in progress.

I wish to offer for the Record at this time a copy of the formal mandate issued by the Interstate Commerce Commission upon its own motion, January 3, 1921, ordering an investigation of the railroads for alleged wrongful and unlawful acts in letting contracts with "outside" construction and repair

shop in disregard of efficient and economic management, resulting in unreasonable expenditures and other practices contrary to law:

Order.

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 3d day of January, A. D. 1921. No. 12066.

CONSTRUCTION AND REPAIR OF RAILWAY EQUIPMENT.

It having been reported to the Interstate Commerce Commission that common carriers by railroad subject to the interstate commerce act have caused and are causing certain of their locomotives and other equipment to be constructed and repaired at construction or repair shops other than their own, and have purchased and are purchasing from or through such shops material and supplies used in such construction and repair, at costs in excess of those for similar construction and repairs in their own shops, including material and supplies therefor, in disregard of efficient and economical management, resulting in unreasonable expenditures, and otherwise contrary to law:

It is ordered, That the commission, upon its own motion and without formal pleading, enter upon a proceeding of inquiry and investigation into and concerning the matters and things above set forth.

It is further ordered, That this proceeding be set for hearing at such times and places, and that such persons be required to appear and testify or to produce such books, documents, and papers as the commission may hereafter direct; and that the investigation be carried on in the meantime by such other means or methods as may be deemed appropriate.

And it is further ordered, That a copy of this order be served upon each common carrier by railroad subject to the interstate commerce act. By the commission.

[SEAL.]

GEORGE B. MCGINTY, *Secretary.*

Under these circumstances, with this investigation pending, it is now proposed to amend section 209 of the transportation act of 1920 and to pay to the railroads partial payments on their enormous deficits before they have made a full accounting of the amount due.

I am reliably informed that the railroads of the country, by certain practices which I will presently describe, have been wrongfully taking from the people large amounts of money, millions of dollars, for the benefit of railroad officials and officials of other favored and allied concerns. The information I have received is in part the result of individual investigation and is in part contained in the reports made by the railroads from time to time to the Railroad Administration or to the Interstate Commerce Commission. The information I have is not complete, but is so well authenticated and of such a character that it seems to me that the Senate and the entire country is entitled to know all the facts.

CONTRACTS LET TO FAVORED "OUTSIDE" REPAIR SHOPS.

The practice of the railroads to which I refer is that by which they let out to favored and allied concerns their repair work on their engines and cars at exorbitant prices instead of doing the work in their own shops, and also purchase their materials and supplies at excessive cost through similarly affiliated concerns. It is alleged in a petition filed with the Interstate Commerce Commission, on or about the 10th of January, that the repair work upon locomotives for the entire transportation system of the country amounts annually to from \$500,000,000 to \$600,000,000. This work, or a large portion of it, under the practice now adopted by the principal railroads of the country, it is charged, instead of being done in the railroad shops of the companies, is being done under contract with certain favored corporations at expenditures of from two to four hundred per cent more than it would cost to do the same work in the shops owned and maintained by the railroads themselves. Similarly, it appears that the railroads have contracted with outside companies for the repair of at least 50,000 freight cars at a cost exceeding by about \$600 a car what the same work could be done for in the railroad shops. This item on freight cars alone would add about \$30,000,000 to what the people must pay for the upkeep of the roads, while the item for excess cost for locomotive repairs would amount at the lowest reasonable estimate to \$500,000,000. The net result is, if my information is correct, that the general public is loaded with an excess and unwarranted charge for the upkeep of the railroads of this country amounting annually to from one-half billion dollars to one billion dollars or more.

For the purpose of illustrating the method by which these vast sums are extorted from the public by the railroads, I will first present a table showing the cost of repairs of locomotives on the Pennsylvania System, when made in their own shops and when made in outside shops, for the months of April, May, and June, 1920. This table is compiled from the answers of the company to a general questionnaire sent out by the Interstate Commerce Commission. During the period mentioned all outside repairs on the locomotives in question were made at the shops of the Baldwin Locomotive Co. Railway company shops where the repairs were made during the same period were A. M. S., Harrisburg, and elsewhere on the lines of the company.

This table shows the locomotive number, the class, type, and tractive power of the locomotive repaired, the shop wherein the repairs were made, date of repairs, class or character of repairs made, the total cost of the repairs for each locomotive, whether repaired in the company shops or outside, and the average cost of the repairs made in the company shops and in the outside shops. Also the mileage made since previous repairs, date and class of previous repairs, shops wherein performed, and cost of previous repairs. In explanation of the figures appearing under the heading "Class repairs," in the seventh column of this table, I call attention to the standard classification of repairs to locomotives and tenders adopted by the United States Railroad Administration, and which went into effect June 1, 1918, and which has been since retained. Under this standard classification repairs are divided into five classes, as follows:

Class 1. New boiler or new back end. Flues new or reset.

Tires turned or new.

General repairs to machinery and tender.

Class 2. New fire box, or one or more shell courses, or roof sheet. Flues new or reset.

Tires turned or new.

General repairs to machinery and tender.

Class 3. Flues all new or reset. (Superheater flues may be excepted.)

Necessary repairs to fire box and boiler.

Tires turned or new.

General repairs to machinery and tender.

Class 4. Flues part or full set.

Light repairs to boiler or fire box.

Tires turned or new.

Necessary repairs to machinery and tender.

Class 5. Tires turned or new.

Necessary repairs to boiler, machinery, and tender, including one or more pairs of driving-wheel bearings refitted.

In further explanation I call attention to the direction promulgated at the same time as part of the standard of classification:

General repairs to machinery will include driving wheels removed, tires turned or changed, journals turned, if necessary, and all driving boxes and rods overhauled and bearings refitted and other repairs necessary for a full term of service.

Running repairs unclassified.

Suffix "A" to any class of repairs will indicate that the repairs are required on account of accident.

Suffix "B" will show the initial application of stoker.

Suffix "C" will indicate the initial application of superheater.

Suffix "D" will indicate the initial application of outside valve gear.

Suffix "E" will indicate locomotive was converted from compound to simple, or from one type to another.

Mallet locomotives will be indicated by a star following classification.

Locomotives receiving class 1, 2, or 3 repairs must be put in condition to perform a full term of service in the district and class of service in which they are to be used.

Locomotives receiving class 4 repairs must be put in condition to perform not less than one-half term of service in the district and class of service in which they are to be used.

Locomotives receiving class 5 repairs must be put in condition to perform not less than one-fourth term of service in the district and class of service in which they are to be used.

It will thus be seen that any class of repairs as indicated by its appropriate number covers a definite and distinct character of work of a prescribed quality. While, of course, the cost of the same class of repairs on different locomotives will vary to some extent even in the same shop, the variation will not be great, and, as shown by this table, is confined to fairly definite limits.

Turning now to the table it will be observed that in the month of April, 1920, seven locomotives were repaired at the Baldwin shops, an outside shop, which received class 3 repairs, and that during the same period six locomotives were repaired at the company shop, receiving class 3 repairs. The locomotives repaired in the two shops are of the same class, type, and tractive power, and received exactly the same class of repairs. The cost of these repairs per locomotive in the Baldwin shops were for each one as follows: \$15,781.51, \$15,931.51, \$17,222.44, \$15,202.85, \$15,047.56, \$18,022.67, and \$16,031.52.

The average cost of these repairs in the Baldwin shops was \$16,250.01.

The cost of the same class of repairs on the same type and character of locomotive for the same month in the company shop was as follows: \$5,883.28, \$4,857.56, \$5,740.62, \$5,461.79, \$5,824.64, and \$4,087.47.

The average cost of repairs of these locomotives in the company shop was \$5,310.56, or less than one-third of the average cost of the repairs in the outside shop.

Without taking the time to read the cost of the repairs to each locomotive shown on this table, I call attention to the fact that the average cost of class 5 repairs at Baldwin's during April was \$15,079.95, while the average cost of the same class of repairs during the same month at the company's shops was \$3,678.43.

In May the average cost of class 3 repairs at Baldwin's was \$19,272.63, while the average cost of class 3 repairs at their own shops was \$4,609.13.

The cost of class 4 repairs at Baldwin's was \$20,781.52. The average cost of a class 4 repair at their own shops during the same month was \$4,200.08.

The average cost of a class 5 repairs during May at Baldwin's was \$18,338.52. The average cost of a class 5 repair at the company's shops during the same month was \$3,750.67.

In June the average cost of class 3 repairs at Baldwin's was \$24,620.93. The same class of repairs at their home shops during the same month averaged \$5,250.21.

The cost of a class 5 repair during June at Baldwin's was \$22,414.85. The cost of a class 5 repair at the company's shops during June was \$5,566.84.

The above are all Pennsylvania class L1 locomotives, which is Mikado type.

For their class H9, which is a consolidation type, the average cost of a class 3 repair at Baldwin's during June was \$25,571.52. The cost of repairing the same type of locomotive during the same month at the company's shops was \$5,658.53. For a class 5 repair to this type of locomotive the average cost at Baldwin's was \$25,881.52. Class 5 repair at the company's shops during the same month cost \$3,826.29.

For their class H10 locomotive, which is a consolidation with 4,000 pounds more tractive power, the average cost of a class 3 repair at Baldwin's during June was \$23,431.52. At the company's shops the class 3 repair on the same type of locomotive during the same month was \$4,690.49.

The cost of a class 5 repair to this type of locomotive at Baldwin's during June was \$21,431.52. The average cost for the same class of repairs to the same type of locomotive at the company's shops during June was \$3,166.90.

These figures are not from selected locomotives but are from the total number of locomotives of the same class which received the same class of repairs at their home shops and at the Baldwin Locomotive Works during the period referred to.

I do not know what answer, if any, the railroad company can make to these figures. My information is that these figures were

submitted to the president of the Pennsylvania Railroad many months ago by the Interstate Commerce Commission, with a request that they be explained, if any explanation were possible, and I have not been able to learn that any explanation has been forthcoming.

It was stated by this company, as I understand, in its report to the United States Railroad Administration, on or about February 28, 1920, that it was not necessary to send locomotives to other lines for repairs and that no locomotive repairs were being delayed by shortage of material. We all know that this railroad has one of the most modern and up-to-date locomotive construction plants, located at Altoona, Pa., to be found in the country—or indeed in the world—and my information is that neither this plant nor other plants of the company have been working at anything like capacity for months, and some of its other shops have been closed down and large numbers of its skilled repair men discharged.

I am not at this time going into the questions of bookkeeping, overhead expense, depreciation, and other matters which may be brought forward in attempted explanation of some part of the difference in cost between doing this work in the railroad's own shops and in having it done in outside shops.

CONGRESS SHOULD KNOW THE FACTS.

It is my contention at this time that Congress should know the facts and all the facts as speedily as possible. We know that under the transportation act which the Congress passed and which was approved, the railroads are entitled to and are receiving rates which will enable them to pay all expenses, plus a return of 5½ to 6 per cent on their so-called value. They can double, or triple, or quadruple their expenses for repairs or anything else, and under the shameless transportation act take those expenses out of the shipper and ultimately out of the public.

These unnecessary expenses when calculated for all the carriers amount to hundreds of millions of dollars annually, which are not only wrongfully taken out of the pockets of the people but are immediately transferred to the pockets of railroad officials and their friends and business allies. The figures which I have given are merely an illustration of the method by which this is done. Before leaving this branch of the discussion, however, I present a similar table showing that substantially the same situation exists on the New York Central Lines.

Mr. President, I ask leave to have these tables printed as an appendix to my remarks.

The PRESIDING OFFICER (Mr. CAPPER in the chair). Without objection, the request of the Senator from Wisconsin is agreed to.

Pennsylvania System—Comparative statement of classified repairs made at Baldwin Locomotive Works and railroad company shops.
(Compiled from Forms MD-35.)
APRIL, 1920.

Locomotive No.	Road class.	Type.	Tractive power.	Shop repaired.	Out of shop.	Class repairs.	Total cost.	Mileage since previous class repairs.	Date of previous class repairs.	Class repairs.	Shop repaired.	Total cost.
			Pounds.									
385	L1s	2-8-2	61,465	Baldwin	1920.							
514	L1s	2-8-2	61,465	do.	Apr. 23	3	\$15,761.51	83,559	Mar. 27, 1919	5	A. M. S.	\$3,397.61
1319	L1s	2-8-2	61,465	do.	Apr. 24	3	15,931.51	10,124	Mar. 26, 1919	5	do.	3,571.21
2271	L1s	2-8-2	61,465	do.	Apr. 22	3	17,732.44	14,703	(1)			
3589	L1s	2-8-2	61,465	do.	Apr. 19	3	15,202.85	34,691	New			
3685	L1s	2-8-2	61,465	do.	Apr. 20	3	15,047.56	52,400	do.			
6296	L1s	2-8-2	61,465	do.	Apr. 22	3	18,022.67	30,292	(1)			
				do.	Apr. 30	3	16,031.52					
Average							16,250.01					
26	L1s	2-8-2	61,465	A. M. S.	Apr. 23	3	5,833.28	140,041	Feb. 19, 1920	5	Saxton	373.74
200	L1s	2-8-2	61,465	do.	Apr. 30	3	4,857.56	24,641	Mar. 19, 1919	5	A. M. S.	3,155.67
1715	L1s	2-8-2	61,465	do.	Apr. 27	3	5,746.62	17,389	May 31, 1919	5	South Pittsburgh	821.41
72	L1s	2-8-2	61,465	do.	Apr. 29	3	5,461.79	100,077	(1)			
241	L1s	2-8-2	61,465	do.	Apr. 18	3	5,824.64	93,974	(1)			
1059	L1s	2-8-2	61,465	Olean	Apr. 13	3	4,087.47	22,190	(1)			
Average							5,310.56					
29	L1s	2-8-2	61,465	Baldwin	Apr. 23	5	15,786.34	17,915	(1)			
56	L1s	2-8-2	61,465	do.	Apr. 3	5	13,145.40	17,619	June 30, 1919	5	A. M. S.	3,315.72
71	L1s	2-8-2	61,465	do.	Apr. 24	5	15,937.95	25,806	(1)			
533	L1s	2-8-2	61,465	do.	Apr. 22	5	14,831.52	15,599	June 29, 1919	5	A. M. S.	2,923.14
844	L1s	2-8-2	61,465	do.	Apr. 24	5	16,432.99	20,796	(1)			
1165	L1s	2-8-2	61,465	do.	Apr. 30	5	16,931.51	38,076	(1)			
1349	L1s	2-8-2	61,465	do.	Apr. 24	5	16,322.37	24,510	June 22, 1919	5a	A. M. S.	4,056.16
1627	L1s	2-8-2	61,465	do.	Apr. 27	5	14,831.52	23,577	May 14, 1919	5	do.	2,154.99
3078	L1s	2-8-2	61,465	do.	Apr. 9	5	14,878.53	81,588	New			
3488	L1s	2-8-2	61,465	do.	Apr. 19	5	13,899.84	30,986	Jan. 17, 1919	5	A. M. S.	4,572.85
3497	L1s	2-8-2	61,465	do.	Apr. 9	5	14,495.45	37,021	(1)			
3590	L1s	2-8-2	61,465	do.	Apr. 10	5	15,147.24	26,847	New			
3647	L1s	2-8-2	61,465	do.	Apr. 2	5	12,830.58	23,177	Jan. 15, 1919	3	A. M. S.	4,408.47
4069	L1s	2-8-2	61,465	do.	Apr. 28	5	14,492.14	22,506	Apr. 17, 1919	4	Renovo	2,965.89
4190	L1s	2-8-2	61,465	do.	Apr. 29	5	16,294.91	9,916	Aug. 8, 1919	55	do.	1,534.33
Average							15,079.95					

*No record.

Pennsylvania System—Comparative statement of classified repairs made at Baldwin Locomotive Works and railroad company shops—Continued.
APRIL, 1920—Continued.

Locomotive No.	Road class.	Type.	Tractive power	Shop repaired.	Out of shop.	Class repairs.	Total cost.	Mileage since previous class repairs.	Date of previous class repairs.	Class repairs.	Shop repaired.	Total cost.
			Pounds.		1920.							
463.....	Lis.....	2-8-2	61,465	A. M. S.....	Apr. 11	5	\$5,763.22	26,357	Feb. 21, 1919	3	A. M. S.....	\$3,890.16
366.....	Lis.....	2-8-2	61,465	do.....	Apr. 19	5	5,544.74	21,341	Jan. 28, 1919	5	do.....	3,921.63
420.....	Lis.....	2-8-2	61,465	do.....	Apr. 30	5	3,745.70	38,965	Feb. 11, 1919	5	Harrisburg.....	1,955.01
3076.....	Lis.....	2-8-2	61,465	do.....	Apr. 12	5	3,883.16	37,403	(1)			
3583.....	Lis.....	2-8-2	61,465	do.....	Apr. 15	5	4,084.21	30,190	(1)			
3586.....	Lis.....	2-8-2	61,465	do.....	Apr. 27	5	3,699.90	23,667	(1)			
407.....	Lis.....	2-8-2	61,465	Harrisburg.....	Apr. 30	5	3,418.30	26,527	May 21, 1919	5	Harrisburg.....	1,848.60
512.....	Lis.....	2-8-2	61,465	do.....	Apr. 24	5	4,439.44	19,180	(1)			
554.....	Lis.....	2-8-2	61,465	do.....	Apr. 30	5	3,714.62	39,787	June 10, 1919	3	A. M. S.....	5,590.90
1380.....	Lis.....	2-8-2	61,465	do.....	do.....	5	3,041.64	29,419	Feb. 10, 1919	5	do.....	2,576.78
3272.....	Lis.....	2-8-2	61,465	do.....	do.....	5	3,281.26	32,376	(1)			
3275.....	Lis.....	2-8-2	61,465	do.....	Apr. 24	5	2,580.43	26,210	(1)			
3283.....	Lis.....	2-8-2	61,465	do.....	Apr. 30	5	2,476.66	33,504	Apr. 30, 1919	3	A. M. S.....	5,279.05
762.....	Lis.....	2-8-2	61,465	Encla.....	Apr. 20	5	1,844.63	31,108	May 29, 1919	5	do.....	2,795.23
Average.....							3,678.42					

MAY, 1920.

117.....	Lis.....	2-8-2	61,465	Baldwin.....	May 17	3	\$16,831.52	63,200	May 21, 1919	5a	A. M. S.....	\$3,109.68
174.....	Lis.....	2-8-2	61,465	do.....	May 8	3	16,831.52	22,195	Mar. 17, 1919	5	do.....	2,290.08
724.....	Lis.....	2-8-2	61,465	do.....	do.....	3	18,031.51	13,418	(1)			
356.....	Lis.....	2-8-2	61,465	do.....	May 6	3	16,731.52	32,347	Feb. 19, 1919	5	Harrisburg.....	1,851.06
469.....	Lis.....	2-8-2	61,465	do.....	May 28	3	22,531.52	27,751	Mar. 13, 1919	5	A. M. S.....	4,153.28
489.....	Lis.....	2-8-2	61,465	do.....	May 14	3	23,249.20	25,696	Jan. 30, 1919	5	do.....	3,068.93
687.....	Lis.....	2-8-2	61,465	do.....	May 21	3	20,031.51	20,602	May 7, 1919	5	Ywd.....	1,143.39
738.....	Lis.....	2-8-2	61,465	do.....	May 19	3	19,931.53	37,497	(1)			
938.....	Lis.....	2-8-2	61,465	do.....	May 26	3	22,581.52	26,002	Apr. 25, 1919	5	Olean.....	1,957.08
935.....	Lis.....	2-8-2	61,465	do.....	May 1	3	14,831.52	27,877	May 13, 1919	5	do.....	3,033.72
1269.....	Lis.....	2-8-2	61,465	do.....	do.....	3	17,031.52	51,746	Feb. 5, 1919	3a	A. M. S.....	4,528.81
1388.....	Lis.....	2-8-2	61,465	do.....	May 29	3	22,581.52	43,940	(1)			
1625.....	Lis.....	2-8-2	61,465	do.....	May 24	3	20,231.52	53,071	(1)			
1626.....	Lis.....	2-8-2	61,465	do.....	May 26	3	20,551.52	20,393	(1)			
1747.....	Lis.....	2-8-2	61,465	do.....	May 15	3	19,033.52	53,225	(1)			
1792.....	Lis.....	2-8-2	61,465	do.....	May 20	3	16,831.52	22,564	May 3, 1919	5	Harrisburg.....	2,461.49
2529.....	Lis.....	2-8-2	61,465	do.....	May 13	3	17,931.52	27,248	Feb. 21, 1919	5	A. M. S.....	4,047.13
2730.....	Lis.....	2-8-2	61,465	do.....	May 11	3	20,131.52	39,445	(1)			
2760.....	Lis.....	2-8-2	61,465	do.....	May 15	3	18,231.52	17,652	June 18, 1919	5	Renovo.....	1,908.02
3280.....	Lis.....	2-8-2	61,465	do.....	May 21	3	19,211.52	12,816	Sept. 30, 1919	5	Junata.....	3,426.12
3474.....	Lis.....	2-8-2	61,465	do.....	May 25	3	20,231.52	30,541	Mar. 14, 1919	5	Harrisburg.....	2,470.04
3477.....	Lis.....	2-8-2	61,465	do.....	May 21	3	19,339.52	27,370	Apr. 30, 1919	5	A. M. S.....	3,366.11
3483.....	Lis.....	2-8-2	61,465	do.....	May 26	3	19,931.52	25,473	do.....	5	Harrisburg.....	1,853.15
3607.....	Lis.....	2-8-2	61,465	do.....	May 28	3	19,091.52	21,910	(1)			
3631.....	Lis.....	2-8-2	61,465	do.....	May 20	3	20,031.51	23,825	June 17, 1919	3	Harrisburg.....	2,788.10
Average.....							19,272.63					
1464.....	Lis.....	2-8-2	61,465	A. M. S.....	May 15	3	5,636.19	35,435	(1)			
1443.....	Lis.....	2-8-2	61,465	Olean.....	do.....	3	3,913.44	22,013	(1)			
1612.....	Lis.....	2-8-2	61,465	do.....	May 29	3	4,053.43	100,519	Sept. 26, 1919	5	Renovo.....	1,854.16
1712.....	Lis.....	2-8-2	61,465	do.....	May 19	3	4,489.78	29,248	(1)			
1732.....	Lis.....	2-8-2	61,465	do.....	May 15	3	4,952.83	106,447	Aug. 29, 1919	5	Renovo.....	1,612.30
Average.....							4,609.13					
559.....	Lis.....	2-8-2	61,465	Baldwin.....	May 19	4	20,721.52	15,801	June 30, 1919	5	A. M. S.....	2,847.10
1598.....	Lis.....	2-8-2	61,465	A. M. S.....	May 17	4	4,295.70	26,197	Mar. 12, 1919	5	do.....	2,188.90
1672.....	Lis.....	2-8-2	61,465	do.....	May 14	4	4,910.81	23,172	May 5, 1919	5	do.....	2,965.94
1366.....	Lis.....	2-8-2	61,465	Olean.....	May 17	4	3,676.65	16,931	(1)			
3639.....	Lis.....	2-8-2	61,465	do.....	May 20	4	3,917.16	30,056	Jan. 7, 1919	3	A. M. S.....	5,484.49
Average.....							4,200.08					
110.....	Lis.....	2-8-2	61,465	Baldwin.....	May 2	5	16,931.52	44,274	(1)			
426.....	Lis.....	2-8-2	61,465	do.....	May 12	5	19,831.52	18,990	May 18, 1919	5	A. M. S.....	4,492.64
801.....	Lis.....	2-8-2	61,465	do.....	May 24	5	17,531.52	25,303	May 12, 1919	5	Renovo.....	2,791.30
1447.....	Lis.....	2-8-2	61,465	do.....	May 19	5	17,931.52	32,022	Mar. 1, 1919	5	Harrisburg.....	4,001.85
1509.....	Lis.....	2-8-2	61,465	do.....	May 4	5	17,131.52	20,124	June 5, 1919	5	Verona.....	2,737.76
1520.....	Lis.....	2-8-2	61,465	do.....	May 1	5	16,851.52	16,701	Feb. 3, 1919	5	A. M. S.....	3,825.30
1685.....	Lis.....	2-8-2	61,465	do.....	May 29	5	20,781.53	22,582	Feb. 20, 1919	5	do.....	2,805.91
1741.....	Lis.....	2-8-2	61,465	do.....	May 7	5	18,731.52	63,679	Apr. 29, 1919	5	Harrisburg.....	2,623.06
1791.....	Lis.....	2-8-2	61,465	do.....	May 21	5	19,731.52	27,756	May 21, 1920	5	(1)	
1972.....	Lis.....	2-8-2	61,465	do.....	May 29	5	17,931.52	18,471	(1)			
Average.....							18,338.52					
1404.....	Lis.....	2-8-2	61,465	Baldwin.....	May 11	5a	4,985.05	47,873	(1)			
1449.....	Lis.....	2-8-2	61,465	A. M. S.....	May 7	5a	4,362.91	17,847	June 8, 1919	5	A. M. S.....	4,172.48
1633.....	Lis.....	2-8-2	61,465	do.....	May 31	5	2,284.40	31,758	Mar. 4, 1919	5	do.....	2,660.68
75.....	Lis.....	2-8-2	61,465	do.....	May 27	5	5,395.19	29,996	May 24, 1919	3	Harrisburg.....	3,392.99
210.....	Lis.....	2-8-2	61,465	do.....	May 31	5	3,332.14	23,634	(1)			
1478.....	Lis.....	2-8-2	61,465	Junata.....	May 22	5	5,471.17	26,516	Mar. 17, 1919	3a	A. M. S.....	12,153.43
101.....	Lis.....	2-8-2	61,465	Harrisburg.....	May 19	5	4,733.46	10,921	Dec. 24, 1919	5	do.....	2,969.70
254.....	Lis.....	2-8-2	61,465	do.....	May 8	5	2,391.20	21,654	(1)			
405.....	Lis.....	2-8-2	61,465	do.....	May 20	5	695.08	34,398	(1)			
658.....	Lis.....	2-8-2	61,465	do.....	May 13	5	3,456.05	29,962	May 24, 1919	5	Harrisburg.....	1,552.30
Average.....							3,750.67					

JUNE, 1920.

211.....	Lis.....	2-8-2	61,465	Baldwin.....	June 26	3	\$26,431.81	12,764	June 27, 1919	5	A. M. S.....	\$1,952.69
259.....	Lis.....	2-8-2	61,465	do.....	June 24	3	24,431.51	54,076	(1)			
1235.....	Lis.....	2-8-2	61,465	do.....	June 11	3	29,763.53	15,861	(1)			
1320.....	Lis.....	2-8-2	61,465	do.....	June 3	3	24,499.52	21,084	(1)			
1511.....	Lis.....	2-8-2	61,465	do.....	June 22	3	21,431.52	18,745	Aug. 10, 1919	5	A. M. S.....	3,784.93
1515.....	Lis.....	2-8-2	61,465	do.....	June 11	3	23,631.52	19,629	(1)			
1529.....	Lis.....	2-8-2	61,465	do.....	June 12	3	27,404.52	2,829	Apr. 16, 1919	5	Harrisburg.....	1,045.33
3546.....	Lis.....	2-8-2	61,465	do.....	June 25	3	25,431.52	25,718	(1)			

¹ No record; class repairs made previous to Jan. 1, 1919.

Pennsylvania System—Comparative statement of classified repairs made at Baldwin Locomotive Works and railroad company shops—Continued.
JUNE, 1920—Continued.

Locomotive No.	Road class.	Type.	Tractive power.	Shop repaired.	Out of shop.	Class repairs.	Total cost.	Mileage since previous class repairs.	Date of previous class repairs.	Class repairs.	Shop repaired.	Total cost.
			Pounds.									
3645.....	L1s.....	2-8-2	61,465	Baldwin.....	June 4	3	\$24,831.51	36,466	(¹)			
3648.....	L1s.....	2-8-2	61,465	do.....	June 19	3	24,731.51	17,384	June 30, 1919	5	A. M. S.....	33,534.80
3650.....	L1s.....	2-8-2	61,465	do.....	June 19	3	24,431.51	20,900	(¹)			
8250.....	L1s.....	2-8-2	61,465	do.....	June 1	3	21,431.52	4,290	(¹)			
Average.....							24,620.93					
67.....	L1s.....	2-8-2	61,465	A. M. S.....	June 17	3	6,901.48	18,004	(¹)			
1487.....	L1s.....	2-8-2	61,465	do.....	June 18	3	6,141.45	27,673	June 12, 1919	5	Renovo.....	1,703.40
686.....	L1s.....	2-8-2	61,465	do.....	June 22	3	6,973.92	15,969	(¹)			
567.....	L1s.....	2-8-2	61,465	Olean.....	do.....	3	3,908.20	32,180	June 27, 1919	5	Renovo.....	1,780.82
1376.....	L1s.....	2-8-2	61,465	do.....	June 15	3	3,968.10	27,231	Aug. 16, 1919	5	do.....	3,758.57
1643.....	L1s.....	2-8-2	61,465	do.....	June 26	3	3,923.92	91,947	New			
3227.....	L1s.....	2-8-2	61,465	do.....	June 12	3	3,084.43	58,798	Aug. 4, 1919	5	Olean.....	2,883.83
Average.....							5,250.21					
2011.....	L1s.....	2-8-2	61,465	Baldwin.....	June 18	5	23,431.51	38,726	(¹)			
3585.....	L1s.....	2-8-2	61,465	do.....	June 5	5	20,181.52	23,624	New			
8284.....	L1s.....	2-8-2	61,465	do.....	June 9	5	23,631.52	15,151	(¹)			
Average.....							22,414.85					
46.....	L1s.....	2-8-1	61,465	Juniata.....	June 24	5	5,176.20	5,317	Dec. 19, 1919	5	Verona.....	3,748.88
69.....	L1s.....	2-8-2	61,465	A. M. S.....	June 3	5	6,092.25	20,601	Apr. 16, 1919	5	A. M. S.....	2,274.54
661.....	L1s.....	2-8-2	61,465	do.....	June 8	5	6,627.24	8,779	Dec. 6, 1919	3	Juniata.....	7,721.62
674.....	L1s.....	2-8-2	61,465	do.....	June 15	5	5,955.03	17,312	(¹)			
1171.....	L1s.....	2-8-2	61,465	do.....	June 27	5	5,295.91	21,995	May 17, 1919	5	Olean.....	2,883.29
1268.....	L1s.....	2-8-2	61,465	Juniata.....	June 26	5	4,255.29	5,270	Oct. 30, 1919	5	A. M. S.....	3,217.54
Average.....							5,568.84					
267.....	H9s.....	2-8-0	49,183	Baldwin.....	June 18	3	25,931.51	22,510	Jan. 12, 1919	5	Trenton.....	3,574.35
1285.....	H9s.....	2-8-0	49,183	do.....	June 15	3	27,331.52	26,008	(¹)			
2617.....	H9s.....	2-8-0	49,183	do.....	June 17	3	24,431.52	29,750	(¹)			
3193.....	H9s.....	2-8-0	49,183	do.....	June 19	3	24,431.52	41,471	(¹)			
3522.....	H9s.....	2-8-0	49,183	do.....	June 29	3	24,431.52	28,766	(¹)			
3540.....	H9s.....	2-8-0	49,183	do.....	June 25	3	26,731.52	41,106	(¹)			
3591.....	H9s.....	2-8-0	49,183	do.....	June 12	3	25,131.52	16,919	(¹)			
3610.....	H9s.....	2-8-0	49,183	do.....	June 17	3	26,731.52	26,070	(¹)			
3622.....	H9s.....	2-8-0	49,183	do.....	June 24	3	26,131.52	26,357	(¹)			
5102.....	H9s.....	2-8-0	49,183	do.....	June 18	3	25,931.52	33,980	(¹)			
Average.....							25,571.52					
3614.....	H9s.....	2-8-0	49,183	A. M. S.....	June 27	3	6,403.82	22,033	May 8, 1919	4	Trenton.....	3,008.08
1421.....	H9s.....	2-8-0	49,183	Meadows.....	June 5	3	4,913.24	41,518	(¹)			
Average.....							5,658.33					
1111.....	H9s.....	2-8-0	49,183	Baldwin.....	June 11	5	25,131.52	34,620	(¹)			
3465.....	H9s.....	2-8-0	49,183	do.....	June 16	5	26,931.52	59,002	(¹)			
3507.....	H9s.....	2-8-0	49,183	do.....	June 9	5	25,031.52	23,587	(¹)			
5092.....	H9s.....	2-8-0	49,183	do.....	June 11	5	26,431.52	26,281	(¹)			
Average.....							25,881.52					
3417.....	H9s.....	2-8-0	49,183	A. M. S.....	June 14	5	4,387.67	45,815	(¹)			
3530.....	H9s.....	2-8-0	49,183	do.....	June 18	5	5,048.60	36,596	(¹)			
5275.....	H9s.....	2-8-0	49,183	Renovo.....	June 28	5	3,212.04	33,647	Jan. 24, 1919	3	Renovo.....	3,933.52
5235.....	H9s.....	2-8-0	49,183	do.....	June 15	5	3,916.50	33,992	(¹)			
5378.....	H9s.....	2-8-0	49,183	do.....	June 12	5	2,787.61	47,913	(¹)			
1144.....	H9s.....	2-8-0	49,183	do.....	June 11	5	4,355.26	27,068	June 7, 1919	3	Trenton.....	3,970.17
1107.....	H9s.....	2-8-0	49,183	do.....	June 3	5	3,116.97	33,545	(¹)			
Average.....							3,836.29					
7531.....	H10s.....	2-8-0	53,197	Baldwin.....	June 29	3	22,431.52	23,852	June 19, 1919	5	Conway.....	2,115.05
9441.....	H10s.....	2-8-0	53,197	do.....	June 30	3	24,431.52	42,794	(¹)			
Average.....							23,431.52					
8650.....	H10s.....	2-8-0	53,197	Dennison.....	June 24	3	4,386.78	18,127	(¹)			
9916.....	H10s.....	2-8-0	53,197	do.....	June 30	3	5,875.74	16,884	(¹)			
8602.....	H10s.....	2-8-0	53,197	Fort Wayne.....	June 10	3	3,442.28	32,842	(¹)			
8880.....	H10s.....	2-8-0	53,197	do.....	June 11	3	4,841.93	14,041	(¹)			
7015.....	H10s.....	2-8-0	53,197	do.....	June 16	3	5,002.62	19,890	(¹)			
7796.....	H10s.....	2-8-0	53,197	do.....	do.....	3	4,747.87	22,653	(¹)			
8680.....	H10s.....	2-8-0	53,197	do.....	June 17	3	4,054.50	23,018	(¹)			
7239.....	H10s.....	2-8-0	53,197	do.....	June 21	3	4,566.83	30,206	(¹)			
9672.....	H10s.....	2-8-0	53,197	do.....	June 23	3	5,400.83	25,153	(¹)			
9676.....	H10s.....	2-8-0	53,197	do.....	June 30	3	4,229.21	59,388	(¹)			
8683.....	H10s.....	2-8-0	53,197	do.....	June 24	3	5,927.63	34,796	(¹)			
Average.....							4,690.49					
8178.....	H10s.....	2-8-0	53,197	Baldwin.....	June 20	5	21,631.32	31,894	(¹)			
8220.....	H10s.....	2-8-0	53,197	Scully.....	June 5	5	2,311.55	23,715	(¹)			
9688.....	H10s.....	2-8-0	53,197	do.....	June 1	5	2,557.44	22,904	July 16, 1919	3	Fort Wayne.....	3,654.98
9088.....	H10s.....	2-8-0	53,197	Allegheny.....	June 29	5	4,423.69	27,824	Sept. 17, 1919	5	A. M. S.....	4,476.92
7330.....	H10s.....	2-8-0	53,197	Wallsville.....	June 26	5	2,991.64	18,071	(¹)			
8273.....	H10s.....	2-8-0	53,197	Logansport.....	June 2	5	2,277.17	7,908	(¹)			
9954.....	H10s.....	2-8-0	53,197	do.....	June 30	5	4,099.03	21,384	(¹)			
9791.....	H10s.....	2-8-0	53,197	Toledo.....	June 22	5	3,507.81	18,205	(¹)			
Average.....							3,166.90					

¹ No record; class repairs made previous to Jan. 1, 1919.

Statement of cost of repairing New York Central R. R. locomotives in outside shops as compared with cost of like repairs to same type locomotives in their own shops.

Engine No.	Road class.	Type.	Tractive power.	Shop repaired.	Out of shop.	Class repairs.	Total cost.	Mileage since previous class repairs.	Previous class repairs.
			Pounds.						
3947.....	H-5.....	2-8-2	48,550	Lima.....	Apr. 29	3	\$15,555	45,361	4
3948.....	H-5.....	2-8-2	48,550	.....do.....	Apr. 18	3	16,106	40,069	4
3969.....	H-5.....	2-8-2	48,550	.....do.....	Apr. 23	3	15,916	47,995	4
4101.....	H-5.....	2-8-2	48,550	.....do.....	May 29	3	17,465	45,092	4
4106.....	H-5.....	2-8-2	48,550	.....do.....	May 22	3	16,968	20,162	3
3971.....	H-5.....	2-8-2	48,550	.....do.....	May 13	3	16,645	45,814	4
3681.....	H-5.....	2-8-2	48,550	Rome.....	Aug. 3	3	24,687	38,333	3
3956.....	H-5.....	2-8-2	48,550	.....do.....	June 19	3	14,927	37,543	4
3958.....	H-5.....	2-8-2	48,550	Dunkirk.....	June 24	3	16,948	39,778	4
							17,302		
4104.....	H-5.....	2-8-2	48,550	Collinwood.....	June 8	3	6,301	50,429	3
4109.....	H-5.....	2-8-2	48,550	.....do.....	Aug. 26	3	5,251	42,892	4
4098.....	H-5.....	2-8-2	48,550	.....do.....	June 29	3	4,810	28,555	4
4113.....	H-5.....	2-8-2	48,550	.....do.....	May 12	3	5,674	41,460	4
4110.....	H-5.....	2-8-2	48,550	E. L. S.....	Apr. 19	3	4,415	62,790	4
4089.....	H-5.....	2-8-2	48,550	Collinwood.....	Sept. 10	3	7,263	40,841	4
3792.....	H-5.....	2-8-2	48,550	.....do.....	Sept. 14	3	6,332	31,622	3
3967.....	H-5.....	2-8-2	48,550	.....do.....	Sept. 28	3	3,937	30,305	3
4071.....	H-5.....	2-8-2	48,550	.....do.....	Aug. 4	3	7,553	28,824	4
3786.....	H-5.....	2-8-2	48,550	.....do.....	Aug. 6	3	5,413	36,701	4
4111.....	H-5.....	2-8-2	48,550	Elkhart.....	Aug. 10	3	7,180	57,351	4
3829.....	H-5.....	2-8-2	48,550	Collinwood.....	Aug. 14	3	7,248	34,066	4
							5,950		
5961.....	G-6.....	2-8-0	45,650	Lima.....	.....	3	16,383	.....	.....
5996.....	G-6.....	2-8-0	45,650	.....do.....	.....	3	16,860	.....	.....
5998.....	G-6.....	2-8-0	45,650	.....do.....	June 14	3	17,325	27,191	D
5633.....	G-6.....	2-8-0	45,650	Rome.....	July 9	3	17,510	29,855	3
5996.....	G-6.....	2-8-0	45,650	.....do.....	.....	3	18,643	.....	.....
5954.....	G-6.....	2-8-0	45,650	.....do.....	June 29	3	17,883	27,234	3
5620.....	G-6.....	2-8-0	45,650	.....do.....	Sept. 1	3	22,722	52,231	5
5968.....	G-6.....	2-8-0	45,650	.....do.....	Aug. 17	3	20,137	38,333	3
5953.....	G-6.....	2-8-0	45,650	Dunkirk.....	May 12	3	16,701	26,523	3
5977.....	G-6.....	2-8-0	45,650	.....do.....	July 8	3	18,558	35,351	3
5621.....	G-6.....	2-8-0	45,650	.....do.....	July 10	3	19,154	38,476	4
							18,378		
5874.....	G-6.....	2-8-0	45,650	Collinwood.....	June 1	3	5,287	32,241	4
5952.....	G-6.....	2-8-0	45,650	Elkhart.....	June 22	3-a	6,399	24,957	4
5666.....	G-6.....	2-8-0	45,650	.....do.....	May 7	3	5,520	31,527	5
5689.....	G-6.....	2-8-0	45,650	Collinwood.....	Sept. 25	3	5,396	43,077	3
5964.....	G-6.....	2-8-0	45,650	.....do.....	Aug. 12	3	7,628	28,600	4
5619.....	G-6.....	2-8-0	45,650	Elkhart.....	.....do.....	3	8,002	36,526	3
5645.....	G-6.....	2-8-0	45,650	.....do.....	Aug. 14	3	5,947	55,063	3
5979.....	G-6.....	2-8-0	45,650	Collinwood.....	July 15	3	6,039	43,900	4
5662.....	G-6.....	2-8-0	45,650	.....do.....	July 16	3	5,965	36,665	4
5963.....	G-6.....	2-8-0	45,650	.....do.....	July 24	3	5,776	34,921	4
5681.....	G-6.....	2-8-0	45,650	.....do.....	July 29	3	3,521	27,592	4
							5,955		
Comparison of similar repairs to the same class engines performed in the company's shops and an outside shop:									
Outside shop—									
5672.....	G-6.....	2-8-0	45,650	Rome.....	Aug. 26	2	24,455	19,768	5
5973.....	G-6.....	2-8-0	45,650	Dunkirk.....	May 6	2	18,070	6,690	4
Home shop—									
5685.....	G-6.....	2-8-0	45,650	Elkhart.....	Aug. 21	2	7,934	49,308	4
2934.....	G-6-F.....	2-8-0	45,650	West Albany.....	Sept. 9	2	6,594	35,249	4
2917.....	G-6-A.....	2-8-0	45,650	.....do.....	July 2	2	6,486	25,935	4
3560.....	K-2-E.....	4-6-2	29,150	Depew.....	Sept. 11	2	9,450	54,648	4
3494.....	H-2-J.....	4-6-2	29,150	West Albany.....	Sept. 4	2-a	5,630	25,252	5
3756.....	H-5.....	2-8-2	48,550	Avis.....	Sept. 29	2	6,524	22,213	5
3718.....	H-5.....	2-8-2	48,550	Depew.....	July 22	2	7,199	25,308	5

¹ Average in outside shops.

² Average in home shops.

NOTE.—Class 2 repairs indicates a very heavy repair and includes the following: New fire box, or one or more shell courses, or roof sheet; flues, new or reset; tires, turned or new; general repairs to machinery and tender.

Mr. LA FOLLETTE. I would I had the time to put graphically before the Senate the real situation as to who owns the railroads, and in whose interests these repairs and this new construction are being made at several hundred per cent more than it is worth.

There has been laid before the labor board created by the transportation act a graphic analysis and description of the ownership of the roads, on the one hand, by certain groups of banks in New York and the ownership of these supply companies, on the other hand, by some banks and groups of banks. The analysis is so illuminating, Mr. President, that I ask leave to print as an appendix to my remarks the exhibit presented to the board showing the affiliation of the railroad companies, the banks, and the supply companies, tied together by groups of interlocking directorates, showing plainly that the profit which is exacted from the railroads for these extravagant repairs goes from one pocket into another pocket, which makes it profitable to have the repairs made at these excessive figures. I have prepared to discuss this with some clearness and lucidity. I would

be able to do it if I felt justified in taking the time which I feel belongs to other Senators, but, Mr. President, I ask leave to print as an appendix to my remarks this exhibit which I have before me, together with some diagrams explanatory thereof.

The PRESIDING OFFICER. Without objection, the request of the Senator from Wisconsin is agreed to. [See appendix.]

HOW WALL STREET BANKERS CONTROL THE RAILROADS TO-DAY.

Mr. LA FOLLETTE. It has been frequently suggested during debates in this body that railroad stockholders represent the vast body of our citizenship, and it is argued from this premise that legislation benefiting the holders of railroad securities benefits the people generally.

On the 25th day of March, 1919, the report of the Interstate Commerce Commission showed that there are, in round numbers, some 600,000 stockholders in the first-class roads, which roads represent 97 per cent of the traffic of the country. That report shows that the majority of the stock in each one of those roads and their subsidiaries is held by less than 20 of the big stockholders in each road.

The report shows that less than 1.3 per cent of the stockholders of class 1 roads, numbering only 8,301 individuals, control the stock. But we can by no means assume, upon these facts, that 8,301 individuals actually share in the control of the transportation system. The real power which to-day controls the railroads of the United States is the group of a dozen New York financial institutions which make up the New York banking combine.

In this group are the following financial institutions:

J. P. Morgan & Co.
The Guaranty Trust Co.
The First National Bank.
The Equitable Trust Co.
The American Surety Co.
The National Surety Co.
The Mutual Life Insurance Co.
The Equitable Life Assurance Society of the United States.
The Chase National Bank.
The National City Bank.
The Mechanics & Metals National Bank.
The New York Trust Co.

Members of the boards of directors of these banks control approximately 270 directorships of 93 class 1 railroads. The boards of the principal railroad systems do not often number more than 15 directors. The New York banks listed above average four or five members on the boards of each of the principal systems.

Taking the banks individually, the Guaranty Trust Co. has 50 railroad directorships; the National City Bank, 48; and the Equitable Trust Co., 34. These three banks have a total of 132 railroad directorships. The Guaranty Trust Co. has a director on the board of each of 40 separate class 1 railroads.

BANKING CONTROL OF EQUIPMENT AND SUPPLY COMPANIES.

The group of banks I have named not only controls the railroads, but it is heavily interested in the leading concerns which produce railway supplies and equipment. These New York banks hold at least 54 directorships in the so-called "outside" equipment and supply concerns, whose contracts with the railroad are now under investigation by the Interstate Commerce Commission. The New York banks hold directorships distributed among 20 equipment corporations, as follows:

Directors on the board of—	
Baldwin Locomotive	2
American Locomotive	4
American Brake Shoe & Foundry	4
Midvale Steel, which controls Cambria Steel	6
American Car & Foundry	1
Standard Steel Car	1
Woodman Iron Co.	1
New York Air Brake	2
Westinghouse	3
Bethlehem Steel	4
United States Steel	3
Lackawanna Steel	3
Pullman Co.	4
Haskell & Barker	3
Safety Car Heating & Lighting Co.	2
Railway Steel Spring	2
Idma Locomotive Works	3
Pressed Steel Car	2
Southern Wheel	2
Rail Joint Co.	2

The extent to which the New York banking combine, through its railroad interests, controls the equipment companies is not adequately shown by this list of directorships. By a system of interlocking directorships the Franklin Railway Supply Co., the American Steel Foundries, and the Canadian Car & Foundry Co. are brought into the group of repair companies I have named. William H. Woodin, president of the American Car & Foundry Co., is a director of the Canadian Car & Foundry Co. and a member of the executive committee of the American Locomotive Co. Mr. Woodin's connection with these three concerns is regarded by financial papers as evidence that a controlling interest in each of them is held by the National Surety Co., whose five directors are representatives of the National City Bank and the Morgan banking group.

S. M. Van Clain, president of the Baldwin Locomotive Co., is also a director of Westinghouse, Midvale, and Cambria Steel. Another example of the close relationship between the equipment concerns and the railroad interests is the presence on the board of directors of the Pullman Co. of J. P. Morgan and George F. Baker. The relations between the equipment companies themselves are so close that many of them may be said to be mere subsidiaries of parent corporations. The Baldwin Locomotive Works owns the entire capital stock of the Standard Steel Works, which manufactures steel tires, steel-tired wheels, rolled and forged wheels, steel castings, railway springs, and so forth. The American Locomotive Co. has a similar subsidiary, the Penn Seaboard Corporation, which produces the materials used by the American Locomotive Co. The American Steel Foundries Co., which already had seven plants, recently acquired control of the Griffin Wheel Co., the largest

manufacturer of steel wheels in the world. The close relations between these concerns makes subcontracting and cumulative profits a simple matter. It is interesting in this connection to see that the profits of the Standard Steel Works, a subsidiary to the Baldwin Locomotive Works, during three years—1916, 1917, and 1918—averaged \$4,000,000 a year, or a million dollars more than the total capital stock of the corporation.

WALL STREET AND THE ESCH-CUMMINS LAW.

Upon the signing of the armistice in November, 1918, the banking interests which control the railroads plotted to get the roads back into their hands under conditions most favorable to their own enrichment.

The groundwork for the carrying out of this scheme had already been laid. The agents of the Government who had successfully operated the railroads during the war, bringing order out of the chaos which had originally forced the Government to take over the roads, had been subjected to a continuous bombardment in the press. Deficits resulting from Government operation were exaggerated.

Notwithstanding the fact that the Government expended more money for maintenance than the private owners themselves had spent in any previous year, the public was led to believe that the transportation system was permitted to deteriorate to the point of ruin under Government control. Between the period which followed the armistice until the signing of the Esch-Cummins law by the President, magazines and newspapers were filled with full-page advertisements distorting the facts to pave the way for a bill which would insure further advances from the Public Treasury and a huge increase in rates.

The banking combine of Wall Street evolved a definite plan under which it hoped to regain control of the roads. The members of this group agreed upon the scheme of obtaining from Congress the guaranty of a fixed percentage return upon the securities subject to their manipulation.

It was known, of course, that Congress would not dare to accept in plain terms the watered securities of the railroads as a basis for taxing the American people in rates high enough to insure a profit to the holders of these fictitious stocks. This identical result was reached, however, by a clever scheme. Under section 422 of the bill as passed the Congress commanded the Interstate Commerce Commission to advance rates to a level which would insure a fixed return of 5½ per cent upon the "aggregate value" of the roads. The commission was instructed to ascertain the true value of the roads, but it was known in advance that in the absence of any reliable data upon the real value of the railroad properties, the commission would be compelled to accept the figures presented by the Wall Street attorneys who would ask to have accepted the "book value" of the railroads, the product of years of stock watering and fraudulent manipulation.

Congress passed the Esch-Cummins law in February, 1920. The roads were returned to Wall Street on March 1. On July 31 the Interstate Commerce Commission obeyed the mandate of the law by advancing passenger rates 20 per cent, freight rates 35 per cent, and Pullman rates 50 per cent. On August 26, 1920, these rates went into effect, and the American people have since been paying this additional tribute to the interests which control the railroads.

One of the methods adopted to obtain the passage of this law has recently been described by Congressman JOHN J. ESCH, of Wisconsin, author of the House bill.

In a speech a few days ago Mr. Esch said:

[From the Washington Times, Jan. 10, 1921.]

To persuade Congress to adopt the plan of a fixed percentage return the president of the National Association of Owners of Railroad Securities had prepared and presented to the House Committee on Interstate Commerce one of the most remarkable memorials ever offered to Congress.

The signers represented \$19,500,000,000, or 70 per cent of the resources of financial institutions in the 56 largest cities in the United States.

They represented 5,000 savings banks, life insurance, fire, marine, and surety companies, National and State banks and trust companies. They represented other fiduciary institutions, such as estates and individual investors, to the number of 8,189.

They represented 1,600 business organizations, such as boards of trade, chambers of commerce, and business firms, with a membership of over 30,000. They represented over 9,000,000 savings depositors and 23,000,000 policyholders.

The memorial presented to Mr. Esch's committee by the National Association of Owners of Railroad Securities "to persuade Congress to adopt the plan of a fixed percentage return" is a striking example of the enormous power which can be marshaled by the interests behind the railroads.

The small clique of New York financiers, in order to enrich themselves, passed the word to the financial leaders of 56 of the largest cities in the United States, to 5,000 lesser banks and insurance and trust companies, to 16,000 boards of trade and

chambers of commerce, and like an army obeying the command of a general, these powerful institutions joined to throw the aggregate weight of their influence upon Congress to secure the adoption of a law guaranteeing "a fixed percentage return."

Weighing in the balance the claims of Wall Street and the true interests of 9,000,000 savings depositors and 23,000,000 policyholders, who must pay the price for the passage of such a law, the big business interests of the country unhesitatingly responded to the mandate issuing from New York.

THE ESCH-CUMMINS LAW INVITES RAILROAD DISHONESTY.

The unjust profits being made to-day by the Wall Street interests which control the repair companies as well as the railroads were inevitable after the enactment of the Esch-Cummins law.

I have no hesitation in saying that as long as the Esch-Cummins law remains on the statute books in its present form we shall have repetitions of the railroad activities which have within one year after the passage of the law resulted in the ordering of an investigation by the Interstate Commerce Commission.

The Esch-Cummins law left the door wide open to nearly every method of reaping unjust profits that unscrupulous men could devise. Section 422 of the law provided substantially that the Interstate Commerce Commission should constantly adjust rates to a level which would insure a profit of 5½ per cent after all expenses of operation and maintenance had been paid. Had the railroads been left on the same basis as other businesses in private hands they would have had an incentive to keep expenses of operation and maintenance at the lowest possible level. When Congress enacted a law, however, which compelled the rate-making body to fix rates at a level high enough to insure a fixed return, this incentive was destroyed. Section 422 of the law, embodying this unprecedented provision, was an invitation to the very practice of which the railroads appear to have been guilty.

Sure of their profits, the railroad owners proceeded to organize new repair companies and to make contracts with existing companies in which they themselves were financially interested. Every dollar added to the cost of maintenance meant an additional dollar to be taken from the pockets of the American shipper and ultimately from the consumer, but under the provisions of the Esch-Cummins law it meant no diminution in the profits to be paid in dividends to the holders of railroad securities. If it is true, as alleged, that the additional cost of repairs now being made in "outside shops" will aggregate three-quarters of a billion dollars a year, it means that this money will be collected in unjust rates from the American people and will be paid into the private coffers of the men who operate the transportation facilities of this country for profit.

Mr. President, here is another exhibit I ask leave to print without stopping to read. I have here a record of every salary paid to the employees of the railroads above \$5,000, as reported to the Interstate Commerce Commission on October 23, 1919. This table covers a number of pages of the CONGRESSIONAL RECORD. It was printed in the RECORD at that time, and I ask leave to reproduce it in this connection as an appendix to my remarks.

The PRESIDING OFFICER. Is there objection? The Chair hears none, and the request of the Senator from Wisconsin is agreed to. (See Appendix.)

Mr. LA FOLLETTE. Mr. President, I say that so long as these roads are being operated under a law which requires a fixed charge to be paid, under a law which contains a provision that in order to entitle them to that promised rate they should operate the roads economically and honestly, it behooves this body to inquire, before they pay out an enlargement of the gratuity to the railroad companies, whether those salaries, high then, many of them running from fifty to a hundred thousand dollars, have not in the meantime been exorbitantly increased.

Is it a rank and violent assumption that that might have been done? Does not every Senator on this floor know that, to escape the payment of taxes under the excess-profits tax, the corporations of this country very generally multiply their salaries in order to escape as large a portion of their taxes as possible? Everybody knows that. There is hardly a meeting of the Finance Committee of the Senate when it is not a matter of comment. There is not a Treasury official who appears before us who is not prepared to admit it. If these salaries have been unreasonably increased, it is then pertinent for us to know, and my amendment calls for that as one of its objects.

My amendment calls for another thing. It provides that these payments shall not be certified until it is clear, in the first instance, that they have not been paying out an excessive amount for maintenance; in the second place, that they have

not been paying out an excessive amount in salaries; in the third place, that they have been honestly operating the business as required by law.

Mr. SIMMONS. Has the Senator compared the high salaries he is now speaking about being paid by the railroads now, and the salaries paid by the railroads before the war?

Mr. LA FOLLETTE. No, Mr. President; I have not had the time to do that, and I have not in my possession, nor am I able to get, the amounts of the salaries they are paying now. I do not know whether they have been doubled since the roads went back into the hands of the owners. But I know there is an incentive for them to do it, because they are assured of profits anyhow, and surely the temptation would be as great for the railroad companies to do it as it has been for the other taxpayers of the country to pay exorbitant salaries in the business in which they are operating in order to escape taxes.

So I say that the amendment which I have offered is a reasonable and proper one. It is an amendment that men who are discharging a trust, as Senators here are, should favor. Whose money is it you are voting for these railroads? Mark you, now, keep this in mind, I am not asking you to change the contract we made. It was not exactly a contract; it was a gratuity. There was no consideration. You agreed to give them a certain amount of money at the end of a guaranty period. Stand by that. I stand by it to the letter. But I am opposed to enlarging it, and to adding 50 or 75 per cent to it, and then throwing open the doors of the Treasury so that there may be no final accounting, such as was provided for when the Esch-Cummins law was passed. I thank the Senate for its indulgence.

APPENDIX.

EXHIBITS I AND II.

SOURCE OF LABOR POLICY OF THE RAILROADS.

The combination in the railroad industry which is conspiring to defeat the purposes of the transportation act, to undermine the authority of the United States Railroad Labor Board, and to destroy the legitimate organization of railway employees.

[Presented by the Railway Employees' Department, A. F. of L., and its affiliated organizations, at the hearing on rules and working conditions before United States Railroad Labor Board, Chicago, Ill., 1921.]

INTRODUCTORY SUMMARY.

The exhibit contains six charts. These charts should be considered in the following order:

1. New York bank control of railroads and equipment companies.
2. New York bank combine.
3. Spread of control of 25 railroad directors.
4. Geographical spread of New York railroad control.
5. Interlocking of railroads and equipment companies.
6. Anthracite combination.

Together these present a picture of the unified control which extends not only to the entire transportation system of the country but also to the chief companies which furnish the railroads with supplies of every sort.

All these charts are based upon the latest data available. The lines of control are traced through directorships as shown in the Railway and Industrial Manuals of Poor and Moody. The New York Directory of Directors for 1919 and 1920 to 1921, "Whose Who in America," have been used for the purpose of tracing the interlocking control.

Briefly summarized, the story which these charts tell is as follows:

1. That the control of the transportation system of the country includes nearly every important system to-day centering in New York City, and that the main lines of policy for the industry are determined on a national basis by a comparatively small group of New York banks.
2. That this group of New York banks is closely knitted together into a single unit through a maze of interlocking directorates, and that leadership in this combine has been maintained through credit control by the House of Morgan.
3. That this control extends not only to the various railroad systems but also to the chief industries of the country which furnish the railroads with fuel, material for maintenance of way and equipment, new equipment, and other supplies.
4. That certain members of this financial group are primarily railway directors, and that they constitute what might be termed the railway department or committee of this unified financial combination.
5. That Thomas DeWitt Cuyler and W. W. Atterbury, who are at present leading the attack upon the organized employees of the roads, both before the country and the railroad labor board, are members of this railway committee of the combine.
6. That the spread of control of this New York railway department extends to every section of the country, thereby accounting for the fact that the present policies are being followed on a national basis.

NEW YORK BANK CONTROL OF RAILROADS.

The following tables furnish in detail the directorship data upon which the New York bank control of railroads is shown in the first chart. These tables show for each of the 12 New York banks the railroad directorships held in 1920 and the bank directors who exercise these directorships. The 12 banks shown do not, by any means, constitute the whole of the New York financial combine. To add all of the banks which form a part of this group and which hold railroad directorships would make such a maze as to be almost uncipherable. However, these 12 banks are perhaps the most important agencies through which control of the railroad industry is exercised.

This group of 12 New York banks, as shown in the following tables, holds 237 railroad directorships on 92 class 1 railroads. With their subsidiary branch lines, these railroads constitute to all intents and purposes the transportation system of the United States.

These tables show that the combine holds an average of three directorships on the board of directors of each of these 92 railroads. As a matter of fact, the number of directors sitting for this combine on the

boards of the more important systems is generally greater than this. To take a few instances: This group of New York bankers hold eight directorships on the boards of directors of each of the following important roads: Union Pacific, Delaware, Lackawanna & Western, Wabash & Northern Pacific; it holds seven directorships on each of the following important roads: Oregon-Washington Railroad & Navigation, and Illinois Central; it holds six directorships on each of the following roads: Great Northern, Atchison, Topeka & Santa Fe, Pere Marquette, Baltimore & Ohio, Erie, Southern Pacific; it holds five directorships on each of the following important railroads: Oregon Short Line, Chicago, Milwaukee & St. Paul, Wheeling & Lake Erie, Delaware & Hudson, Lehigh Valley, Seaboard Air Line, Missouri Pacific, and St. Louis-San Francisco; it holds four directorships on each of the following important railroads: Central Railroad of New Jersey, New York Central, New York, New Haven & Hartford, Michigan Central, and Western Maryland.

This is not, by any means, a complete list, and it should be pointed out that the Pennsylvania system, with all its subsidiaries, is not only more thoroughly tied up with the banking group than is shown by the chart but that its board of directors is almost entirely composed of bankers. Thus, out of 17 Pennsylvania Railroad directors given in Poor's 1920 manual, all but 1 are bank directors. The New York banks hold four directorships on the Pennsylvania Railroad, while financial institutions directly under the influence of directors from the house of Morgan hold eight, or a majority of the directorships on the board of the Pennsylvania Railroad.

The following table shows the basis of this analysis of the Pennsylvania directorship:

	Number of Pennsylvania Railroad directorships from this bank.
New York banks:	
Guaranty Trust Co. ¹	1
Equitable Life Insurance	1
United States Mortgage & Trust	1
Bankers' Trust ¹	1
Philadelphia banks:	
Girard Trust Co. ¹	5
Philadelphia National	4
Commercial Trust Co.	4
Provident Life & Trust Co.	3
Franklin National	3
Philadelphia Trust Co.	2
Central National	2
Pennsylvania Co., for insurance on lives and granting annuities ¹	1
Girard National	1
Fourth Street National	1
Real Estate Trust Co.	1
Union Trust Co.	1

¹ These banks have a member of the firm of J. P. Morgan & Co. or of Drexel & Co.—the Philadelphia branch of the Morgan firm—on their boards of directors.

If viewed from another angle, these tables show that certain banks stand out preeminently in the matter of the determination of railroad policy for the country as a whole. Thus the Guaranty Trust Co. holds 50 railroad directorships; National City Bank comes a very close second to Guaranty Trust, with 48 railroad directorships; while Equitable Trust Co. has a total of 34 railroad directorships. Thus these three banks taken together control a total of at least 132 railroad directorships.

A further glance at the tables will show the extent to which the controlling influence of these three great New York banks reaches out over the entire country. The Guaranty Trust Co. alone has at least one director on the board of each of 40 separate class 1 railroads, while the three banks together have at least one director on the board of each of 69 class 1 railroads. These facts will serve as an indication of the control of the important railroads in their policy by the New York banking group. It should be mentioned that the chief Vanderbilt directorships are not herein included. These would bring the total of New York control railroad directorships to well over 300.

New York banking control of railroads.

Bank.	Director.	Railroad.
J. P. Morgan & Co...	E. T. Stotesbury....	Central Railroad of New Jersey. Lehigh Valley. Lehigh & Hudson. Erie.
	Chas. Steele.....	Northern Pacific. Atchison, Topeka & Santa Fe Railway. Southern. Chicago Great Northern. New York, Susquehanna & Western. Pere Marquette.
	W. P. Hamilton....	Northern Pacific. Do.
	W. H. Parker.....	Philadelphia & Reading. New York, New Haven & Hartford. New York, Ontario & Western. Southern Pacific. Wabash.
American Surety Co.	J. P. Morgan.....	Lehigh Valley. Great Northern. Chicago & Alton. Delaware & Hudson.
	T. W. Lamont.....	St. Louis & San Francisco. Do.
Chase National.....	E. T. Stotesbury....	Pere Marquette. Pittsburgh & West Virginia. Minneapolis & St. Louis. Great Northern.
	J. H. Harding.....	Colorado & Southern. Seaboard Air Line. Missouri Pacific. Northern Pacific. Colorado & Southern. Great Northern.
	E. E. Loomis.....	Bingham & Garfield. Nevada & Northern. New York, Chicago & St. Louis.
	Seward Prosser.....	Wabash.
	Fred H. Ecker.....	St. Louis & San Francisco. Do.
	E. V. R. Thayer....	Pere Marquette. Pittsburgh & West Virginia. Minneapolis & St. Louis. Great Northern.
	Edw. T. Nichols....	Colorado & Southern. Seaboard Air Line. Missouri Pacific. Northern Pacific. Colorado & Southern. Great Northern.
	A. H. Wiggin.....	Bingham & Garfield. Nevada & Northern. New York, Chicago & St. Louis.
	James H. Hill.....	Wabash.
	Barton H. Hepburn	
	D. C. Jacklin.....	
	E. R. Tinker.....	
	G. E. Tripp.....	

New York banking control of railroads—Continued.

Bank.	Director.	Railroad.
Equitable Life Insurance Co.	T. De W. Cuyler....	(See Guaranty Trust Co.)
	S. M. Felton.....	Chicago Great Western.
	Samuel Rea.....	Philadelphia, Baltimore & Washington. West Jersey & Seashore. New York, Philadelphia & Norfolk. Pittsburgh, Cincinnati, Chicago & St. Louis.
		Long Island.
Equitable Trust.....	Fred Strauss.....	Norfolk & Western. Richmond, Fredericksburg & Potomac. Southern Pacific. Grand Rapids & Indiana. Pere Marquette. St. Louis & San Francisco. Kansas City Southern. Chicago & Alton. Delaware & Hudson. New York, New Haven & Hartford. Pere Marquette. Chicago, Rock Island & Pacific. Minneapolis & St. Louis. Birmingham & Garfield. Nevada Northern. Union Pacific. Oregon Short Line. Oregon-Washington Railroad & Navigation Co.
	J. F. Harris.....	Western Maryland. Wheeling & Lake Erie. Missouri Pacific.
	Joy Morton.....	Wabash. Chicago & Eastern Illinois. Western Maryland. Norfolk Southern. Missouri, Kansas & Texas. Texas Pacific. Western Pacific.
	E. H. Outerbridge..	Wabash. St. Louis Southwestern. Union Pacific. Oregon Short Line. Oregon-Washington Railroad & Navigation Co.
	F. W. Matterson....	Hocking Valley. Chesapeake & Ohio. Southern Pacific. Minneapolis & St. Louis. Western Maryland. Wheeling & Lake Erie. Cincinnati, Indianapolis & Western. Denver & Rio Grande. Western Pacific. Wabash. Central Vermont. (See Guaranty Trust.)
	Charles Hayden....	Do.
	Carl R. Gray.....	Cleveland, Cincinnati, Chicago & St. Louis. Lehigh Valley. Pittsburgh & Lake Erie. Delaware, Lackawanna & Western. Lake Erie & Western. Central Railroad of New Jersey. New York, Susquehanna & Western. Northern Pacific. Michigan Central. Rutland R. R. Delaware, Lackawanna & Western. Northern Pacific.
	Bertram Cutler....	Do.
	Alvin W. Kreech....	El Paso & Southwestern. Colorado & Southern. Great Northern. Central Railroad of New Jersey. Chicago, Burlington & Quincy. Southern. Baltimore & Ohio. Lehigh Valley. Delaware, Lackawanna & Western. Great Northern. Chicago, Burlington & Quincy. El Paso & Southwestern. Delaware, Lackawanna & Western. Michigan Central. Pittsburgh & Lake Erie. Lake Erie & Western. Toledo & Ohio Central. Kanawha & Michigan Railway. Cincinnati & Northern. Monongahela Railway. Rutland Railroad. New York Central.
	Winslow S. Pierce..	Wabash. Southern Pacific. Illinois Central. Union Pacific.
	Otto H. Kahn.....	Wabash. Texas & Pacific. St. Louis Southwestern.
	Henry E. Huntington.	St. Louis & San Francisco.
First National Bank.	H. E. Cooper.....	St. Louis & San Francisco.
	Edw. T. Jeffrey....	St. Louis & San Francisco.
	F. W. McCutchen....	St. Louis & San Francisco.
	H. S. Marston.....	St. Louis & San Francisco.
	Robert Goelet.....	St. Louis & San Francisco.
	T. De W. Cuyler....	St. Louis & San Francisco.
	G. F. Baker.....	St. Louis & San Francisco.
		St. Louis & San Francisco.
Guaranty Trust.....	G. F. Baker, Jr....	St. Louis & San Francisco.
	A. C. James.....	St. Louis & San Francisco.
	J. E. Reynolds.....	St. Louis & San Francisco.
		St. Louis & San Francisco.
	J. R. Morron.....	St. Louis & San Francisco.
	W. H. Moore.....	St. Louis & San Francisco.
	Louis W. Hill.....	St. Louis & San Francisco.
	Francis Nine.....	St. Louis & San Francisco.
	Wm. Fahnestock....	St. Louis & San Francisco.
	A. H. Harris.....	St. Louis & San Francisco.
		St. Louis & San Francisco.
		St. Louis & San Francisco.
	Robert Goelet.....	St. Louis & San Francisco.
		St. Louis & San Francisco.
		St. Louis & San Francisco.
		St. Louis & San Francisco.
	T. E. Wilson.....	St. Louis & San Francisco.
	A. J. Hemphill.....	St. Louis & San Francisco.
		St. Louis & San Francisco.
		St. Louis & San Francisco.
	E. J. Berwind.....	St. Louis & San Francisco.
		St. Louis & San Francisco.
		St. Louis & San Francisco.
		St. Louis & San Francisco.
	C. A. Sabin.....	St. Louis & San Francisco.
		St. Louis & San Francisco.
		St. Louis & San Francisco.
		St. Louis & San Francisco.

New York banking control of railroads—Continued.

Bank.	Director.	Railroad.
Guaranty Trust—Continued.	W. A. Harriman....	Union Pacific. St. Joseph & Grand Island. Oregon-Washington Railroad & Navigation Co. Baltimore & Ohio. Illinois Central. Atchison, Topeka & Santa Fe. Alabama Great Southern. Nevada Northern. Copper River & Northwestern. Chicago Great Western. Pennsylvania. Atchison, Topeka & Santa Fe. Long Island. New York, New Haven & Hartford. New York, Ontario & Western. Rutland. Pittsburgh, Cincinnati, Chicago & St. Louis. New York, Westchester & Boston. Missouri Pacific. Western Maryland. Oregon-Washington Railroad & Navigation Co. Baltimore & Ohio. Delaware & Hudson. Illinois Central. Yazoo & Mississippi Valley. Union Pacific. Central of Georgia. New York, Ontario & Western. Pere Marquette. Seaboard Air Line. Kansas City Southern. Erie. Baltimore & Ohio. Delaware & Hudson. Southern Pacific. Long Island. Chicago, Milwaukee & St. Paul. Virginia. Wabash. Baltimore & Ohio. New York, Susquehanna & Western. Erie. Wheeling & Lake Erie. Copper River & Northwestern. (See First National Bank.) (See New York Trust.) Missouri Pacific. Illinois Central. Delaware & Hudson.
	F. A. Julliard.....	
	W. C. Lane.....	
	W. C. Potter.....	
	J. A. Spoor.....	
	T. De Witt Cuyler..	
	Edgar L. Marston...	
	C. A. Peabody.....	
	L. F. Loree.....	
	C. M. Pratt.....	
Mechanics and Metals	J. D. Ryan.....	
	H. H. Rogers.....	
	W. A. Jamison.....	
	R. C. Pruyn.....	
	G. W. McGarrah....	
	L. E. Loree.....	
	H. O. Havemeyer...	
	G. F. Baker.....	
	J. J. Mitchell.....	
	Cornelius Vanderbilt	
Mutual Life Insurance Co.	Edwin S. Marston...	
	E. J. Berwind.....	(See Guaranty Trust and Mechanics & Metals.)
	C. A. Peabody.....	(See Guaranty Trust and Farmers' Loan & Trust Co.)
	Wm. H. Porter.....	(See J. P. Morgan.)
	J. C. Colgate.....	(See New York Trust Co.)
	Wm. B. Dean.....	Great Northern.
	H. R. Duval.....	Atchison, Topeka & Santa Fe.
	E. W. Clarke.....	Lehigh & New England.
	J. G. Shedd.....	Baltimore & Ohio. Illinois Central.
	W. H. Trussdale....	Delaware, Lackawanna & Western.
National City.....	J. G. Shedd.....	Chicago, Rock Island & Pacific.
	C. H. Dodge.....	El Paso & Southwestern.
	Guy Cary.....	Southern. Chicago, Indiana & St. Louis. Mobile & Ohio.
	Wm. Rockefeller....	Chicago, Milwaukee & St. Paul. Oregon Short Line. Oregon-Washington Railroad & Navigation Co. Rutland. New York Central. Union Pacific. Delaware, Lackawanna & Western. Michigan Central. Cleveland, Cincinnati, Chicago & St. Louis. Pittsburgh & Lake Erie. Lake Erie & Western. St. Joseph & Grand Island. Chicago & Alton. Oregon Short Line. Union Pacific. Oregon-Washington Railroad & Navigation Co. Yazoo & Mississippi Valley. Michigan Central. New York Central. Cleveland, Cincinnati, Chicago & St. Louis. Pittsburgh & Lake Erie. Lake Erie & Western. Illinois Central. Central of Georgia. Los Angeles & Salt Lake. Union Pacific. Oregon-Washington Railroad & Navigation Co. Oregon Short Line. Galveston, Harrisburg & San Antonio. Houston & Texas Central. Morgan's Louisiana & Texas R. R. Texas & New Orleans.
	Robt. S. Lovett.....	
	Frank A. Vanderlip..	
	E. P. Swanson.....	

New York banking control of railroads—Continued.

Bank.	Director.	Railroad.
National City—(Continued.)	E. P. Swanson (Con.)	Arizona Eastern. Southern Pacific. Louisiana Western. Houston East & West Texas Co. Chicago, Milwaukee & St. Paul. Delaware, Lackawanna & Western. Chicago & North Western. Delaware, Lackawanna & Western. Chicago, Milwaukee & St. Paul. Illinois Central. Chicago & North Western. Cincinnati, New Orleans & Texas Pacific.
	Percy Rockefeller...	
	M. T. Pyno.....	
	J. A. Stillman.....	
	H. A. C. Taylor.....	
	Ogden Armour.....	
	Cyrus McCormick...	
	Wm. C. Proctor.....	
	F. W. Allen.....	St. Louis & San Francisco.
	N. F. Brady.....	St. Louis, Iron Mountain & Southern.
National Safety Co..	F. W. Brown.....	Pere Marquette. Seaboard Air Line. New York, New Haven & Hartford. New York, Ontario & Western. Northern Pacific. Rutland. Pittsburgh & West Virginia. Erie. Seaboard Air Line. Kansas City Southern.
	Howard Elliott.....	
	Haley Fiske.....	
	M. T. Herrick.....	
	W. T. Rosen.....	
	J. C. Colgate.....	Central Railroad of New Jersey. Lehigh & Hudson. Western Pacific. Pittsburgh & West Virginia. Kansas City Southern.
	Robt. W. DeForest..	Do. Chicago, Milwaukee & St. Paul. New York Central. Erie. Southern Pacific. Atchison, Topeka & Santa Fe. Chicago & Alton. Kansas City Southern.
	J. B. Dennis.....	
	B. S. Guinness.....	
	J. A. Blair.....	
New York Trust.....	S. H. Fisher.....	
	Ogden Mills.....	
	J. J. Mitchell.....	

NEW YORK BANK CONTROL OF EQUIPMENT CONCERNS.

The following tables furnish in detail the directorship data upon New York banking of railroad equipment concerns, as shown in first chart. The same group of New York banks, whose railroad directorships have been under consideration, holds at least 56 directorships in leading concerns which produce railway supplies and equipment. Many of these concerns have recently been engaged also in the repair of railroad equipment.

In the chart direct connections through one or more directors are shown in the case of 20 of these equipment corporations. In other words, this same group of banks holds on an average of approximately the same number of equipment corporation directorships as it does railway directorships. These directorships are divided among the 20 corporations as follows:

Directors on the board of—	
Baldwin Locomotive.....	2
American Locomotive.....	2
American Brake Shoe & Foundry.....	4
Midvale Steel, which controls Cambria Steel.....	6
American Car & Foundry.....	2
Standard Steel Car.....	1
Woodward Iron Co.....	1
New York Air Brake.....	2
Westinghouse.....	3
Bethlehem Steel.....	4
United States Steel.....	3
Lackawanna Steel.....	5
Pullman Co.....	4
Haskell & Barker.....	3
Safety Car Heating & Lighting Co.....	1
Railway Steel Springs.....	2
Lima Locomotive Works.....	3
Pressed Steel Car.....	2
Southern Wheel.....	2
Rail Joint Co.....	2

The tables showing the directorships held by each bank and the individual who represents the banks in these directorships follows:

Bank directors of railroad equipment companies.

Bank.	Director.	Railroad equipment company.
J. P. Morgan & Co.....	J. P. Morgan.....	Pullman Co. United States Steel Corporation. Baldwin Locomotive Co.
	T. S. Gates (Morgan-Drexel).....	
Guaranty Trust Co....	J. A. Spoor.....	Pullman Co.
	C. H. Sablin.....	Midvale Steel & Ordnance Co. Bethlehem Steel Corporation.
Chase National Bank.	H. Stanley.....	Do.
	G. M. P. Murphy...	American Car & Foundry Co. Safety Car Heating. Westinghouse.
	A. B. Hepburn.....	Do.
	G. E. Tripps.....	American Locomotive Co. Midvale Steel & Ordnance. Rail Joint Co.
	A. H. Wiggins.....	Do.
	A. Fletcher.....	American Locomotive Co. Bethlehem Steel Corporation.
First National Bank...	C. M. Schwab.....	Do.
	E. V. R. Thayer...	Lackawanna Steel Co.
	J. J. Mitchell.....	Pullman Co.
	G. F. Baker.....	United States Steel Corporation.
	J. R. Morron.....	Haskell & Barker.

Bank directors of railroad equipment companies—Continued.

Bank.	Director.	Railroad equipment company.
Equitable Trust Co....	P. D. Cravath.....	Westinghouse.
	A. W. Kreech.....	Woodward Iron Co.
	Chas. Hayden.....	American Locomotive Co.
American Surety Co....	A. W. Mellon.....	Do.
	Otis H. Cutler.....	Standard Steel Car Co.
		American Brake Shoe & Foundry Co.
		Rail Joint Co.
		Railway Steel Spring Co.
		Southern Wheel Co.
	S. Prosser.....	Railway Steel Spring Co.
Mechanics & Metals National Bank.	Daniel Reid.....	United States Steel Corporation.
	F. W. Allen.....	Midvale Steel & Ordnance Co.
		Lima Locomotive.
		Southern Wheel Co.
	W. E. Corey.....	Midvale Steel & Ordnance Co.
		Baldwin Locomotive.
		Haskell & Barker.
(M).....	S. F. Pryor.....	Midvale Steel & Ordnance Co.
National City Bank....	W. E. S. Griswald.....	Lima Locomotive Works.
	Percy Rockefeller.....	Midvale Steel & Ordnance Co.
	F. A. Vanderlip.....	Do.
		Haskell & Barker.
National Surety Co....	S. McRoberts.....	Rail Joint Co.
	N. F. Brady.....	New York Air Brake Co.
	W. T. Rosen.....	Do.
	D. E. Pomeroy.....	American Brake Shoe & Foundry Co.
Mutual Life Insurance Co.	F. Q. Brown.....	Lima Locomotive.
	Cornelius Vanderbilt.....	Lackawanna Steel Co.
	Edwin Marston.....	Do.
	H. R. Duval.....	American Car & Foundry Co.
New York Trust Co....	J. J. Mitchell.....	Pullman Co.
	Ogden L. Mills.....	Lackawanna Steel Co.
	B. S. Guinness.....	Do.
	A. A. Blair.....	Pressed Steel.
	F. N. Hoffstad.....	Do.

It should be noted that these tables showing New York bank directorships do not in any way show the complete extent to which these equipment companies are controlled by the same interests which control the railroads. In addition to the above, there are interlocking directorships among the equipment corporations themselves, there being at least 11 nonbanking directors who tie together two or three of these equipment corporations, thus bringing into the group in addition to those already mentioned the Canadian Car & Foundry Co. and American Steel Foundries. These interlocking directorships are shown on the chart by the connecting lines on the opposite side of the equipment corporations from the banking combine. The actual directors involved, together with the companies with which they tie together, are shown in the following table:

Interlocking of railroad equipment companies through nonbanking directors.

Director and railroad equipment companies:

Charles Miller—	American Locomotive.
W. D. Sargent—	American Steel Foundries.
J. S. Coffin—	American Brake Shoe & Foundry Co.
W. H. Marshall—	American Brake Shoe & Foundry Co.
J. W. Griggs—	American Locomotive Works.
S. M. Vauclair—	Bethlehem Steel.
J. B. McClure—	Baldwin Locomotive.
W. H. Woodin—	Midvale Steel.
J. W. Harriman—	Westinghouse.
Ambrose Monnell—	Westinghouse.
F. F. Fitzpatrick—	Pressed Steel Car Co.
	Pressed Steel Car Co.
	American Car & Foundry.
	Canadian Car & Foundry.
	Midvale Steel & Ordnance.
	Haskell & Barker.
	Midvale Steel & Ordnance.
	Haskell & Barker.
	Railway Steel Spring.
	Safety Car Heating.

The extent to which the financial interests recognize such interlocking as evidence of extension of the control of the New York banking combine is shown by the fact that William H. Woodin, president of the American Car & Foundry Co., is also on the executive committee of the American Locomotive and a director of the Canadian Car & Foundry, as evidenced by the fact that the controlling interest of the National Surety Co. has been extended over these three concerns.

Financial reports also show a close combination of equipments, the majority of which are not included in the chart, as follows: Pressed Steel Car, Illinois Car & Equipment Co., Western Steel Car & Foundry, Steel Car Co. of Cleveland, Liberty Car Co. of Chicago Heights, Illinois Nut & Bolt Co., and Southern Wheel Co.

The latter company, with plants in various important cities, is controlled by the American Brake Shoe & Foundry. Other subsidiaries of this last-mentioned concern are the American Malleable Co., the American Manganese Steel Co., and the Southern Foundry & Machine Co.

It should also be pointed out that Baldwin Locomotive owns the entire capital stock of Standard Steel Works, which manufactures steel

tires, steel-tired wheels, rolled and forged wheels, steel castings, railway springs, etc.

American Locomotive has a similar subsidiary—the Penn Steel—which produces the materials used by the parent concern.

American Steel Foundries, in addition to its seven plants in various parts of the country, has recently acquired controlling interest in the Griffin Wheel Co., the largest manufacturers of steel wheels in the world.

Thus the fact that these large equipment companies secure a considerable amount of their materials from subsidiaries makes possible accumulative profit on the work which they do for the railways. In this connection it is interesting to note that for the three years—1916, 1917, and 1918—the manufacturing products of the Standard Steel Works, subsidiary to Baldwin, averaged over \$4,000,000, or a million dollars per year more than the entire capital stock of the concern.

Numerous other equipment and supply corporations are linked into the combine through being practically one with corporations already included. For instance, appearances might justify the suspicion that the G. M. Basford Co., Franklin Railway Supply Co., American Arch Co., Locomotive Feed Water Heater Co., Locomotive Superheater Co., and Lima Locomotive Works are but aspects of one corporate person. It should also be pointed out in this connection that only the more important railway supply corporations have been investigated, that many of these corporations are not listed in financial manuals, and that their failure to appear on the chart does not, therefore, imply that they have no connection with the combine.

From the above it appears that without considering the extent to which these equipment corporations interlock directly with railroad corporations we may conclude that the policy of the railway supply industry originates from the same source as the policy of the railroads, and that as a matter of fact that railroad combine, when it goes out to buy supplies and equipment, is dealing with itself.

NEW YORK BANKING GROUP, SHOWING UNITY OF NEW YORK FINANCIAL COMBINE.

The following tables furnished in detail the directorship data upon which the chart entitled "New York Bank Combine" is based. These tables show, on the basis of the latest directories, the individuals who hold two or more directorships in the group of 15 financial institutions shown on the chart. Analysis of these tables demonstrates the fact that 56 individuals bind together this group, this being an average of approximately 4 common directors to each of the banks. As a matter of fact, the total number of directorships held by these 56 individuals is 125.

From this table, graphically illustrated on the second chart, it is apparent that the group of banks which has been shown to control both railroads and equipment companies is in fact a unit, and that by a constantly diverging system of directorships the control of the combine over the industry policy of the country is extended far and wide.

In connection with the railroad industry it is of particular interest that T. De Witt Cuyler holds the greatest number of bank directorships. He sits on the board of directors of each of five of the institutions shown on the chart. He also is a director in two of the leading financial institutions of Philadelphia, viz, the Penn. Co. for the insurance of lives, and the Girard Trust Co. In other words, the American Association of Railway Executives is directly tied to this banking combine through its president and leading spokesman, or, to put the situation in another light, the president of the American Association of Railway Executives holds more directorships in the banking combine than any other man. The fact that he is also a director of the Pennsylvania Railroad and that practically all the presentations before the Railroad Labor Board have been made by representatives of the Pennsylvania Railroad is of special significance, inasmuch as the policy expressed as the end sought by the railways of the country is merely an attempt to transfer to the country as a whole the system which has existed on the Pennsylvania lines.

(The first table includes simply the directors shown on the chart; the second contains all the directors of the various banks which are here dealt with.)

New York bank directors who tie together 15 New York financial institutions.

Name of director and financial institution:

Allen, C. H.—	Guaranty Trust Co.
	American Surety Co.
Alexander, C. B.—	Equitable Trust Co.
	Equitable Life.
Baker, George F.—	First Security Co.
	First National Bank.
	Mutual Life.
Baker, G. F., Jr.—	First Security Co.
	First National Bank.
Beck, James M.—	Mutual Life.
	Mechanics & Metals National Bank.
Berwind, E. J.—	Guaranty Trust Co.
	Mutual Life.
	Mechanics & Metals National Bank.
Bertron, S. R.—	National Surety Co.
	New York Trust Co.
Blair, James A.—	First Security Co.
	New York Trust Co.
Brady, N. F.—	National Surety Co.
	National City Bank.
Brown, C. S.—	Mutual Life.
	United States Mortgage & Trust Co.
Carlton, Newcomb—	American Surety Co.
	Chase National Bank.
Cochran, Thos.—	J. P. Morgan & Co.
	Bankers Trust Co.
Colgate, J. C.—	Mutual Life.
	New York Trust Co.

Name of director and financial institution—Continued.

Coudert, Frederick R.—
Equitable Trust Co.
National Surety Co.
Cuyler, T. De W.—
Bankers Trust Co.
Guaranty Trust Co.
Equitable Trust Co.
United States Mortgage & Trust Co.
Equitable Life.
Davison, H. P.—
First Security Co.
Bankers Trust Co.
Dodge, P. T.—
American Surety Co.
New York Trust Co.
Fahnestock, W.—
First Security Co.
First National Bank.
Franklin, P. A. S.—
National Surety Co.
National City Bank.
Garver, J. A.—
New York Trust Co.
National City Bank.
Goellet, Robert—
Guaranty Trust Co.
Equitable Trust Co.
Guggenheim, D.—
Guaranty Trust Co.
American Surety Co.
Harriman, W. A.—
Guaranty Trust Co.
National Surety Co.
Hayden, Charles—
Equitable Trust Co.
National Surety Co.
Hemphill, A. J.—
Guaranty Trust Co.
American Surety Co.
Hill, J. N.—
First Security Co.
Chase National Bank.
Hine, F. L.—
First Security Co.
First National Bank.
American Surety Co.
Huntington, H. E.—
Equitable Trust Co.
National Surety Co.
James, A. C.—
First Security Co.
First National Bank.
Jamison, W. A.—
United States Mortgage & Trust Co.
Mechanics & Metals National Bank.
Lamont, T. W.—
J. P. Morgan & Co.
First Security Co.
First National Bank.
Guaranty Trust Co.
Loree, L. F.—
American Surety Co.
Mechanics & Metals National Bank.
Marston, E. L.—
Bankers' Trust Co.
Guaranty Trust Co.
Mutual Life.
McCall, J. C.—
National Surety Co.
New York Trust Co.
Mitchell, J. J.—
Mutual Life.
New York Trust Co.
Chase National Bank.
Morrison, T. R.—
First Security Co.
First National Bank.
American Surety Co.
Moore, W. H.—
First Surety Co.
First National Bank.
American Surety Co.
Morgan, J. P.—
J. P. Morgan & Co.
First Security Co.
Norton, C. D.—
First Security Co.
First National Bank.
Equitable Life.
Peabody, Charles—
Guaranty Trust Co.
Mutual Life.
Porter, W. H.—
J. P. Morgan & Co.
Mutual Life.
Porter, H. H.—
National Surety Co.
United States Mortgage & Trust Co.
Reynolds, J. E.—
First Security Co.
First National Bank.
Ryan, J. D.—
American Surety Co.
Mechanics & Metals National Bank.
Schmidlapp, J. G.—
American Surety Co.
Equitable Life.
Skinner, Wm.—
American Surety Co.
Equitable Life.

Name of director and financial institution—Continued.

Snyder, V. P.—
American Surety Co.
Equitable Life.
Spoor, J. A.—
Guaranty Trust Co.
National Surety Co.
Tripp, G. E.—
American Surety Co.
Chase National Bank.
Vail, T. N.—
First Security Co.
American Surety Co.
Vanderbilt, Cornelius—
Mutual Life.
U. S. Mortgage & Trust Co.
Ward, Geo. G.—
National Surety Co.
U. S. Mortgage & Trust Co.
Wiggin, A. H.—
American Surety Co.
Chase National Bank.
Wilson, G. T.—
American Surety Co.
Equitable Life.
Krech, A. W. W.—
Equitable Trust Co.
National Surety Co.
J. P. Morgan & Co.:
Partners—Thomas Cochran, H. P. Davison, W. P. Hamilton, T. W. Lamont, H. G. Lloyd, J. P. Morgan, D. W. Morrow, A. E. Newbold, W. H. Parker, W. H. Porter, Charles Steele, E. R. Stettinius, Mr. Stotesbury.
American Surety Co.:
Directors—J. S. Alexander, Charles A. Allen, John Anderson, E. L. Blabon, Charles A. Boody, R. R. Brown, E. F. Carry, Newcomb Carlton, C. E. Chapman, O. H. Cutler, R. H. DeLafield, P. T. Dodge, W. N. Dykman, Daniel Guggenheim, J. H. Harding, Henry W. Hayden, A. J. Hemphill, A. T. Hert, F. L. Hine, F. M. Kirby, F. W. Latrentz, E. E. Loomis, L. F. Loree, Henry D. Lyman, W. S. McCormick, A. W. Mellon, Andrew Mills, W. H. Moore, J. R. Morrison, W. A. Nash, Seward Prosser, John J. Rackob, D. G. Reid, S. W. Rosendale, Lindsay Russell, John D. Ryan, J. G. Schmidlapp, Samuel S. Sharp, John Sherwin, William Skinner, Robert S. Sloan, R. A. C. Smith, V. P. Snyder, George C. Taylor, Guy E. Tripp, T. N. Vail, L. A. Watres, William F. Whiting, A. H. Wiggin, George T. Wilson, Bronson Winthrop.
Bankers' Trust Co.:
Directors—Steven Baker, S. G. Bayne, N. Biddle, C. N. J. Bliss, E. M. Bulkeley, F. N. B. Close, Thomas Cochran, Ed. C. Convers, T. D. W. Cuyler, H. P. Davidson, J. B. Downey, P. Dupont, A. Forbes, W. E. Frew, M. P. Friedman, F. T. Haskell, H. Havermeyer, F. I. Kent, R. N. McDonald, E. L. Marston, H. U. McElDowney, W. H. Porter, H. Pratt, S. Prosser, D. G. Reed, C. L. Tiffany, H. Townsend, H. K. Twitchell, O. D. Young.
Chase National Bank:
Directors—H. W. Cannon, N. Carlton, G. M. Dahl, F. H. Ecker, H. B. Endicott, Andrew Fletcher, A. B. Hepburn, J. N. Hill, D. C. Jacklin, S. H. Miller, J. J. Mitchell, E. T. Nichols, F. A. Sayles, C. T. Schmidlapp, C. M. Schwab, E. V. R. Thayer, W. B. Thompson, E. R. Tinker, G. E. Tripp, A. H. Wiggin.
Equitable Life Assurance of New York:
Directors—Charles B. Alexander, William Alexander, Charles D. Barney, John N. Beach, Abraham Britten, George Clinton, Edgar M. Cullen, T. de W. Cuyler, William A. Day, Victor Dowling, Samuel Felton, James B. Forgan, Thomas Gillespie, Martin Kernan, Arthur H. Lowe, John R. Lunger, R. C. MacLaurin, John T. Manson, Frank W. Matteson, E. P. Maynard, Willis F. McCook, Allan McCulloch, Henry Morgenthau, Joy Morton, Ludwig Nissen, Charles D. Norton, E. H. Outerbridge, William E. Paine, Alton B. Parker, Leonard Peckitt, Wallace L. Pierce, E. S. Pillsbury, Samuel Rea, E. W. Robertson, J. G. Schmidlapp, William Skinner, Thomas W. Slocum, V. P. Snyder, T. Spratt, Frederick Strauss, Gage E. Tarbell, Eben B. Thomas, John T. Underwood, J. H. Wallbridge, Edmond Walker, Richard Williams, George T. Wilson, Charles H. Zehnder.
Equitable Trust Co.:
Trustees—Charles B. Alexander, Albert B. Boardman, R. C. Clowry, Howard E. Cole, Henry E. Cooper, Frederick R. Coudert, Paul D. Cravath, F. W. M. Cutcheon, Bertram Cutler, T. DeW. Cuyler, F. W. Fulla, Robert Goellet, Charles Hayden, H. E. Huntington, E. T. Jeffery, O. H. Kahn, A. W. Kreck, James W. Lane, Arthur W. Loasby, Hunter S. Marston, Charles G. Meyer, G. W. Murray, H. H. Pierce, W. S. Pierce, Lyman Rhoades, W. C. Teagle, H. R. Winthrop, Bertram G. Work.
First National Bank:
Directors—G. F. Baker, G. F. Baker, Jr., W. Fahnestock, E. H. Gary, L. W. Hill, F. L. Hine, A. C. James, Thomas W. Lamont, L. C. Ledyard, W. H. Moore, J. R. Morrison, C. D. Norton, J. E. Reynolds.
First Security Co.:
Directors—Fisher A. Baker, George F. Baker, George F. Baker, Jr., James A. Blair, Henry P. Davison, William Fahnestock, Louis I. Hill, Francis L. Hine, A. C. James, Thomas W. Lamont, William H. Moore, J. P. Morgan, J. R. Morren, Charles D. Norton, Jackson E. Reynolds, Theodore N. Vail.
Guaranty Trust Co.:
Trustees—C. H. Allen, A. C. Bedford, E. J. Berwind, W. M. Crane, T. de Witt Cuyler, J. B. Duke, C. C. Dula, Irene Du Pont, R. W. Goellet, E. G. Grace, D. Guggenheim, W. A. Harriman, A. H. Harris, A. J. Hemphill, F. A. Jullard, C. F. Kelley, T. W. Lamont, W. C. Lane, E. L. Marston, G. M. P. Murphy, C. A. Peabody, W. C. Potter, J. S. Rannels, T. F. Ryan, C. H. Sabin, J. A. Spoor, H. P. Whitney, T. E. Wilson.
Mechanics & Metals National Bank:
Directors—Daniel Barnes, James M. Beck, J. E. Berwind, William H. Childs, William E. Corey, W. R. Craig, William E. S. Griswold, Henry O. Havermeyer, Walter C. Hubbard, William R. Jamison, L. F. Loree, V. E. Macy, T. F. Manville, G. W. McGarrab, J. McHugh, Charles M. Pratt, Robert C. Prunyn, S. F. Pryar, F. W. Roebbling, Jr., H. H. Rogers, J. D. Ryan, Ambrose G. Todd.

Mutual Life Insurance Co. of New York:

Directors.—John G. Agar, George F. Baker, James M. Beck, Edward J. Berwind, Charles S. Brown, Joseph H. Choate, Emory W. Clark, James C. Colgate, Cyrus H. K. Curtis, Grafton D. Cushing, Julien T. Davies, Arthur V. Davis, William B. Dean, William P. Dixon, H. R. Duval, J. Levering Jones, Alfred E. Marling, Edward S. Marston, George P. Miller, John J. Mitchell, Charles A. Peabody, William H. Porter, J. G. Shedd, Stewart Shillito, Leroy Springs, Louis Stern, Henry W. Taft, Edwin Thorne, William H. Truesdale, Paul Tuckerman, C. Vanderbilt, Rodman Wanamaker, Thomas Williams, James H. Wilson, Edward W. Winter.

National City Bank:

Directors.—J. O. Armour, E. D. Babst, N. F. Brady, Guy Cary, C. H. Dodge, P. A. S. Franklin, J. A. Garver, J. P. Grace, R. S. Lovett, C. H. McCormick, G. H. Milliken, Edgar Palmer, J. H. Post, W. C. Proctor, M. T. Pyne, P. A. Rockefeller, W. Rockefeller, J. A. Stihlman, E. P. Swenson, H. A. C. Taylor.

National Surety Co.:

Directors.—Frederick W. Allen, Albert B. Ashforth, William D. Baldwin, N. F. Brady, Franklin Q. Brown, Louis R. Cheney, E. H. Clark, G. B. Cortelyou, Frederick B. Couderc, T. Coleman du Pont, Howard Elliott, Haley Fiske, P. A. S. Franklin, Francis P. Garvan, William J. Griffin, W. A. Harriman, Charles Hayden, Myron T. Herrick, A. G. Hodenpyl, J. M. Holcombe, Henry E. Huntington, R. I. Jenks, William B. Joyce, Frank B. Keech, W. S. Kinnear, A. W. Krech, A. P. Lathrop, J. C. McCall, Samuel McRoberts, S. Z. Mitchell, F. A. Munsey, H. H. Porter, Frank Presbrey, Joel Rathbone, Walter T. Rosen, E. S. Schenck, Samuel Sloan, John Spoor, F. de C. Sullivan, W. A. Tucker, George G. Ward.

New York Trust Co.:

Trustees.—Otto T. Bannard, S. R. Bertron, James A. Blair, M. N. Buckner, J. C. Colgate, A. A. Cook, A. J. Cumcock, R. W. De Forest, J. B. Dennis, P. T. Dodge, G. Doubleday, S. H. Fisher, J. A. Garver, F. N. Hoffstat, B. Houston, F. B. Jennings, W. Jennings, D. P. Kingsley, J. C. McCall, O. L. Mills, J. J. Mitchell, J. Parmelee, H. C. Phipps, N. P. Ream, D. Sage, J. J. Stocum, Myles Tierney, C. M. Wooley.

United States Mortgage & Trust Co.:

Trustees.—Charles S. Brown, Burns D. Caldwell, Lewis L. Clarke, T. DeW. Cuyler, Sherman Day, Allen B. Forbes, D. G. Geddes, H. R. Ickelheimer, William A. Jamison, Julius Kruttschnitt, C. H. Murphy, Robert Olyphant, J. W. Platten, H. H. Porter, M. L. Schiff, Charles B. Seger, Henry Tatnall, James Timpson, Arthur Turnbull, Cornelius Vanderbilt, George G. Ward, W. H. Williams.

CONCENTRATION OF RAILROAD CONTROL—SPREAD OF CONTROL OF 25 RAILROAD DIRECTORS.

The chart entitled "Spread of control of 25 railroad directors" depicts the fact that there were in the United States in 1920, 25 men who together sat on the boards of directors of 99 class 1 railroads. They thus brought together under a single directorate, as it were, roads operating 211,280 miles, amounting to 82 per cent of the country's steam-transportation system.

As a matter of fact, these 25 men divide between them 193 railroad directorships. This means that they average very nearly 8 railroad directorships apiece, and as a group they represent an average of approximately two members on the board of directors of each of these 99 class 1 carriers. This small group of men, which represents enormous concentration of railroad control, is made up of the following:

- | | |
|--------------------------|----------------------------|
| (1) Robert S. Lovett. | (14) J. E. Reynolds. |
| (2) William Rockefeller. | (15) Charles Steele. |
| (3) H. W. de Forest. | (16) Howard Elliott. |
| (4) A. H. Smith. | (17) M. H. Smith. |
| (5) G. F. Baker. | (18) Charles Hayden. |
| (6) H. S. Vanderbilt. | (19) A. H. Harris. |
| (7) Samuel Rea. | (20) Julius Kruttschnitt. |
| (8) L. F. Loree. | (21) Charles E. Ingersoll. |
| (9) A. J. County. | (22) E. T. Stotesbury. |
| (10) A. W. Krech. | (23) E. V. R. Thayer. |
| (11) F. H. Davis. | (24) T. De Witt Cuyler. |
| (12) Fairfax Harrison. | (25) H. Walters. |
| (13) W. W. Atterbury. | |

In connection with these men it is interesting to note that the first four of these men sit on the boards of directors of 31 class 1 railroads; that the first 8 hold directorship on 51 class 1 carriers; that the first 12 represent a group dominating 74 class 1 railroads; and that the first 20 on the list hold approximately 160 directorships on 88 class 1 roads.

From another angle it may be pointed out that Mr. Lovett, first on the list, is a director on each of 12 different roads; that Mr. Rockefeller, second on the list, is a director on each of 11 separate roads; that Mr. de Forest and Mr. Smith hold the same number of railroad directorships, i. e., 11 apiece; while Mr. Baker and Mr. Vanderbilt each hold 10 railroad directorships. In other words, the first 6 men on the list control together 65 railroad directorships. The first 8 men on the list hold 83 directorships on 51 class 1 carriers.

It should be noted that the eight men referred to all belong to the inner banking circle, centering around the house of Morgan and the National City Bank. As a matter of fact, practically the entire group are from the inner circle of this financial combine. It should be noted that both T. De Witt Cuyler, president of the American Association of Railway Executives, and W. W. Atterbury, chairman of the labor committee of that association, belong to this inner group, which might easily be viewed as constituting the railroad committee of the New York bank combine. These are obviously men who would have a very large part in determining the policy to be followed throughout the railroad industry of the United States.

The following list of roads will furnish a basis for judging how all-inclusive is control of the country's transportation system vested in this small group of 25 individuals (the numbers given after the name of each road represent the individual directors as numbered on the preceding list):

- Alabama Great Southern, 12.
Ann Arbor, 21.
Arizona Eastern, 3, 20.

Atchison, Topeka & Santa Fe, 15, 24.
Atlanta & West Point, 17, 25.
Atlantic Coast Lines, 25.
Baltimore & Ohio, 8.
Baltimore, Chesapeake & Atlantic, 9.
Bingham & Garfield, 18.
Central of Georgia, 1.
Central of New Jersey, 5, 14, 23.
Chesapeake & Ohio, 11.
Charleston & Western Carolina, 25.
Chicago & Alton, 1.
Chicago & Eastern Illinois, 10.
Cleveland, Cincinnati, Chicago & St. Louis, 1, 2, 4, 5, 6.
Chicago, Burlington & Quincy, 14, 16.
Chicago Great Western, 15.
Chicago, Indianapolis & Louisville, 12, 25.
Chicago, Milwaukee & St. Paul, 2.
Chicago & Northwestern, 6.
Chicago, St. Paul, Minneapolis & Omaha, 6.
Chicago, Rock Island & Pacific, 18.
Cincinnati, New Orleans & Texas Pacific, 12.
Cincinnati Northern, 4, 19.
Colorado & Southern, 14, 16.
Delaware & Hudson, 3, 8.
Delaware, Lackawanna & Western, 2, 5, 6.
Erie, 8, 20, 23.
Galveston, Harrisburg & San Antonio, 3, 20.
Georgia Southern & Florida Railway, 12.
Grand Rapids & Indiana, 7.
Great Northern, 14.
Hocking Valley, 11.
Houston & Texas Central, 3, 20.
Houston East & West Texas, 3, 20.
Illinois Central, 1, 3.
Kanawha & Michigan, 4, 6, 19.
Kansas City Southern, 8.
Lake Erie & Western, 1, 2, 4, 5, 6, 19.
Lehigh & Hudson, 23.
Lehigh Valley, 5, 23.
Long Island, 7, 9, 13, 24.
Los Angeles & Salt Lake, 1.
Louisiana Western, 3, 20.
Louisville & Nashville, 17, 25.
Louisville, Henderson & St. Louis, 17.
Maryland, Delaware & Virginia Railway, 9.
Michigan Central, 1, 2, 4, 5, 6, 19.
Midland Valley, 21.
Minneapolis & St. Louis, 11, 18, 22.
Missouri, Kansas & Texas, 10, 11.
Missouri Pacific, 21.
Mobile & Ohio, 12.
Monongahela, 4, 13, 19.
Morgan's Louisiana & Texas Railroad & Steamship Co., 3, 20.
Nashville, Chattanooga & St. Louis, 17.
Nevada Northern, 18.
New Orleans & Northeastern Railroad, 12.
New York Central, 1, 2, 4, 6, 19.
New York, New Haven & Hartford, 16, 24.
New York, Ontario & Western, 8, 16, 24.
New York, Philadelphia & Norfolk, 7, 9, 13.
New York, Susquehanna & Western, 5.
Norfolk & Western, 7, 13.
Norfolk & Southern, 10.
Northern Pacific, 5, 15, 16.
Oregon Short Line, 1, 2.
Oregon-Washington Railroad & Navigation Co., 1, 2.
Pennsylvania Railroad, 9, 13, 21, 24.
Pere Marquette, 8, 18, 22.
Philadelphia & Reading, 4, 23.
Philadelphia, Baltimore & Washington, 7, 9, 13, 21.
Pittsburgh & Lake Erie, 1, 2, 4, 5, 6, 19.
Pittsburgh & Shawmut, 11.
Pittsburgh & West Virginia, 22.
Pittsburgh, Cincinnati, Chicago & St. Louis, 7, 9, 13, 24.
Pittsburgh, Shawmut & Northern, 11.
Richmond, Fredericksburg & Potomac, 7, 23.
Rutland, 2, 4, 5, 6, 16, 19, 24.
St. Joseph & Grand Island.
St. Louis & San Francisco, 22.
Seaboard Air Line, 8.
Southern, 12, 14, 15.
Southern Pacific, 3, 7, 8, 20.
Texas & New Orleans, 3, 20.
Texas Pacific, 10.
Toledo & Ohio Central, 4, 19.
Toledo, Peoria & Western, 9.
Toledo, St. Louis & Western, 11.
Union Pacific, 1, 2.
Wabash, 10.
Washington Southern Railway, 25.
West Jersey & Seashore, 7, 9, 13.
Western Pacific, 10.
Western Railway of Alabama, 25.
Western Maryland, 10.
Wheeling & Lake Erie, 8.
Yazoo & Mississippi Valley, 1, 3.

SIGNIFICANCE OF ATTEMPT TO AMEND SECTION 19 OF THE CLAYTON ACT.

During December the bank railroad combine recognized the fact that the approaching effective date of section 19 of the Clayton Act would render the carrying out of its unified policy and gave evidence of its intention to do away with this part of Government regulation of its affairs. Senator CUMMINS introduced in the Senate an amendment to the transportation act which would have suspended for another year, or until January 1, 1920, section 19 of the Clayton Antitrust Act, which reads as follows:

"SEC. 10. That after two years from the approval of this act no common carrier engaged in commerce shall have any dealings in securities, supplies, or other articles of commerce, or shall make or have any contracts for construction or maintenance of any kind, to the amount of more than \$50,000, in the aggregate, in any one year with another corporation, firm, partnership, or association when the said common carrier shall have upon its board of directors or as its president, manager, or as its purchasing or selling officer or agent in the particular transaction any person who is at the same time a director, manager, or purchasing or selling officer of, or who has any substantial interest in, such other corporation, firm, partnership, or association, unless and except such purchases shall be made from, or such dealings shall be with, the bidder whose bid is the most favorable to such common carrier, to be ascertained by competitive bidding under regulations to be prescribed by rule or otherwise by the Interstate Commerce Commission. No bid shall be received unless the name and address of the bidder or the names and addresses of the officers, directors, and general managers thereof, if the bidder be a corporation, or of the members, if it be a partnership or firm, be given with the bid.

"Any person who shall, directly or indirectly, do or attempt to do anything to prevent anyone from bidding or shall do any act to prevent free and fair competition among the bidders or those desiring to bid shall be punished as prescribed in this section in the case of an officer or director.

"Every such common carrier having any such transactions or making any such purchases shall within 30 days after making the same file with the Interstate Commerce Commission a full and detailed statement of the transaction showing the manner of the competitive bidding, who were the bidders, and the names and addresses of the directors and officers of the corporations and the members of the firm or partnership bidding; and whenever the said commission shall, after investigation or hearing, have reason to believe that the law has been violated in and about the said purchases or transactions it shall transmit all papers and documents and its own views or findings regarding the transaction to the Attorney General.

"If any common carrier shall violate this section it shall be fined not exceeding \$25,000, and every such director, agent, manager, or officer thereof who shall have knowingly voted for or directed the act constituting such violation, or who shall have aided or abetted in such violation, shall be deemed guilty of a misdemeanor and shall be fined not exceeding \$5,000, or confined in jail not exceeding one year, or both, in the discretion of the court."

The object of this provision of the Clayton antitrust act of 1914 was to protect the public against the former practice on the part of the railroad interests whereby the purchasing of railway supplies was used as a means to inflating costs by paying high profits to the concerns in which railroad directors and officials had interest. This provision was to have been effective two years after its approval in the latter part of 1914. By various resolutions its effective date was deferred until January 1, 1919, and the transportation act further deferred its effective date until January 1, 1921. It is significant that the most recent move to defer the application of this act to the railroads was handled by the joint authors of the transportation act—Senator CUMMINS and Congressman ECH.

At the time when Senator CUMMINS moved to further defer the application of this act to the railroads, notice was given by the railroad combine that it was about to secure a nullification of the act through its amendment. In this they were following out a policy which will be referred to later on. In brief, they were clearing ground to enable them to use railroads not as carriers but as the largest purchasing unit in the country. Their control of the purchasing policy would enable them, if they could escape in this public scrutiny, to effect huge profits through the contracts which they would, in fact, make with themselves.

The following bill introduced by Senator FRELINGHUYSEN on December 8 affords an idea of the nature of the amendment desired by the railway combine. Mr. Thom, general counsel for the Association of Railway Executives, appeared before the Senate Interstate Commerce Committee in support both of the resolution to defer application of section 10 pending its amendment and also of the Frelinghuysen bill. Its object was to secure such an amendment. The Frelinghuysen bill follows:

"A bill to amend the interstate commerce act by adding at the end of section 20a a new paragraph, and to repeal section 10 of an act entitled 'An act to supplement existing laws against unlawful restraints and monopolies, and for other purposes,' approved October 15, 1914.

"Be it enacted, etc., That the interstate commerce act be, and the same hereby is, amended by adding at the end of section 20a a new paragraph which shall read as follows:

"13. After December 31, 1921, no common carrier engaged in commerce shall have any dealings in supplies, or other articles of commerce, or shall make any contracts for construction or maintenance of any kind to the amount of more than \$50,000 in any one transaction with another corporation, firm, partnership, or association, unless such corporation, firm, partnership, or association be a common carrier, railroad company, terminal company, joint facility company, or public service company, when said common carrier shall have upon its board of directors, or as its president, general manager, or as its purchasing or selling officer or agent in the particular transaction any person who is at the same time a director, general manager, or purchasing or selling officer of, or who has any substantial interest in such other corporation, firm, partnership, or association, unless and except such dealings or contracts shall be with the bidder whose bid is the most favorable to such common carrier, to be ascertained by competitive bidding under regulations to be prescribed by rule or otherwise by the Interstate Commerce Commission. It shall be lawful for any common carrier or person when in doubt as to what constitutes a substantial interest within the meaning of this paragraph to apply to the Interstate Commerce Commission for a ruling in respect thereto, and in case of such application the Interstate Commerce Commission is required to pass upon the question and is authorized to finally decide the same.

"No common carrier engaged in commerce shall, when it has upon its board of directors, or as its president or general manager, any person who is at the same time a director, president, or general manager of another common carrier corporation, charge such other common carrier corporation for supplies or other articles of commerce a price in excess of that at which similar articles are concurrently

charged out by it for operating purposes with the addition thereto of proper transportation charges.

"No bill shall be considered unless the names and addresses of the officers, directors, and general managers thereof, if the bidder be a corporation, or the members, if the bidder be a partnership or firm, be given with the bid.

"Any person who shall, directly or indirectly, do or attempt to do anything to prevent anyone from bidding or who shall do any act to prevent free and fair competition among the bidders or those desiring to bid shall be punished as prescribed in this paragraph in the case of an officer or director.

"This paragraph shall not apply where no competition is possible by reason of the fact that the article of the special type or character desired, or the desired supply, can be had only of a single maker or seller at the point required; nor shall it deprive a carrier of the right to exercise an honest business discretion in determining which bid, under all of the circumstances of the case, is, by reason of the responsibility of the bidder or otherwise, most favorable to the interest; nor to prevent it, after having taken competitive bids, from negotiating with one or more of the bidders, without further competitive bidding, to reduce the price or to secure more favorable terms or a more favorable contract, or from accepting a better offer so arrived at; nor from enlarging or reducing the quantity of the proposed purchase or work at a price arrived at by competitive bidding or otherwise as permitted in this paragraph.

"This paragraph shall not apply to dealings between a common carrier and a noncarrier corporation or company, where such noncarrier corporation or company is controlled by it through stock ownership, lease, or otherwise, or in which it alone, or together with another or other common carriers, has a stock interest amounting to as much as one-half of the outstanding stock or between a common carrier and such noncarrier corporation or company controlled by common stock ownership, or between a common carrier holding company and its controlled noncarrier corporations or companies. Such a common carrier is prohibited from purchasing supplies or other articles of commerce from any such noncarrier corporation or company, without the assent and approval of a different price by the Interstate Commerce Commission, at a price exceeding the then market value thereof, at the time and place of delivery.

"Every such common carrier having any such dealings or making any such contracts required hereby to be made by competitive bidding shall, for such time as the Interstate Commerce Commission shall require, preserve in its office, subject to the inspection of the Interstate Commerce Commission, a full and detailed record of the transaction, showing the manner of competitive bidding, who were the bidders, and the names and addresses of the directors and officers of the corporations and the members of the firm or partnership bidding; and whenever the said commission shall, after investigation or hearing, have reason to believe that the law has been violated in and about the said dealings or transaction it is authorized to refer the matter and its own views or findings thereon to the Attorney General.

"If any common carrier shall violate this paragraph, it shall be fined not exceeding \$25,000; and every such director, agent, general manager, or officer thereof who shall vote for or direct the act, knowing that it constitutes such violation, or who shall have knowingly aided or abetted in such violation, shall be deemed guilty of a misdemeanor and shall be fined not exceeding \$5,000 or confined in jail not exceeding one year, or both, in the discretion of the court."

"Sec. 2. That section 10 of an act entitled 'An act to supplement existing laws against unlawful restraints and monopolies, and for other purposes,' approved October 15, 1914, is hereby repealed.

"Sec. 3. That this act shall be enforced from its passage."

This whole scheme to emasculate this provision of the antitrust act shows clearly the fact and nature of this combine which is conspiring to exploit the opportunity afforded by control of the railroads for its own profit. Senator CUMMINS's resolution was slipped through the Senate without roll call and only with a handful of Senators present. Even members of the Senate Interstate Commerce Committee were unaware that it had been called up. Under a cloak of silence, it was quickly passed in the House. Fortunately, the President exercised his power to veto the bill, stating that "the wholesome effects which its application was intended to produce should no longer be withheld from the public and from the common carriers immediately concerned, and for whose protection it was particularly designed." The fact that the combine did not see fit to bring it up for further action shows clearly that they had attempted to slip through a measure which would legalize their combine and its attempts to exploit the transportation system for profit.

The reaction which followed the veto tends to show more clearly the fact of the combine which unites railroads and railroad supply companies. The Wall Street Journal comments as follows:

"Some vexatious questions have arisen to disturb the New Year holiday of men who hold directorships in numerous railroad, industrial, and financial corporations. President Wilson has vetoed Senator CUMMINS's bill suspending for another year the effective date of section 10 of the Clayton Act, which therefore becomes effective at midnight Friday."

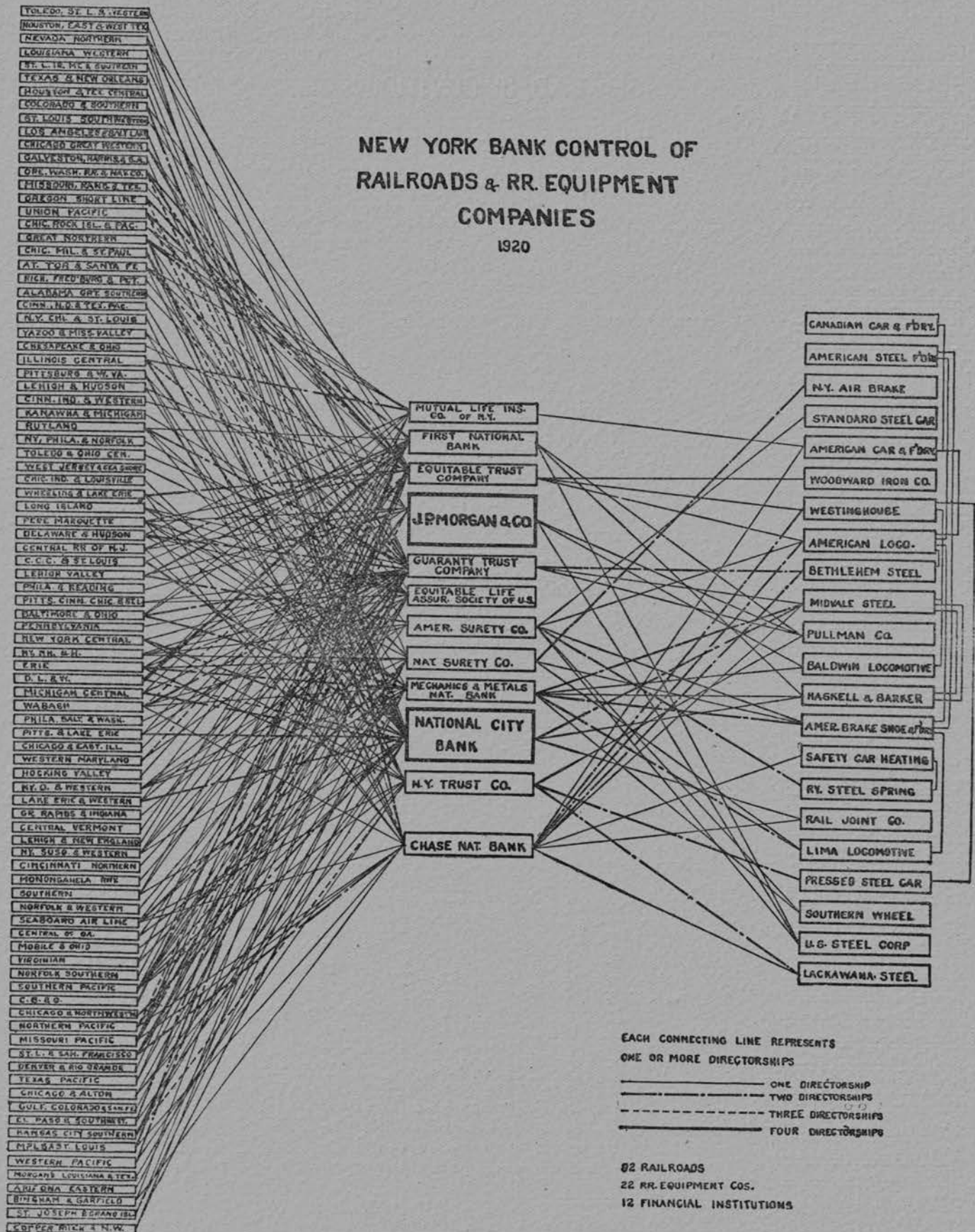
But the clearest proof of the fact of the combine appears in the resignations which have begun to appear from boards of directors. These indicate the realization that efforts to suspend or kill this provision are hopeless as a result of the exposure of the schemes and consequent public indignation. Some of the resignations follow:

J. P. Morgan, director, resigned from Northern Pacific; Payne Whitney, director, resigned from Northern Pacific; L. C. Ledyard, director, resigned from Northern Pacific; J. A. Stillman, director, resigned from Chicago & North Western; A. W. Mellon, director (also director of American Locomotive, Crucible Steel, Forged Wheel Steel Co., Middletown Car Co., Pittsburgh Coal Co., Standard Steel Car Co., and Steel Car Forged Co.), resigned from Pennsylvania Railroad; John D. Ryan, director, resigned from Chicago, Milwaukee & St. Paul; E. E. Loomis, director, resigned from Lehigh Valley Coal Co.; J. E. Reynolds, director, resigned from Great Northern Railway; A. B. Hepburn, director, resigned from Great Northern Railway; Seward Prosser, director, resigned from Great Northern Railway.

According to the New York Times, "A great many changes in the personnel of railroad corporation directorates are expected to take place within the next few months in compliance with section 10 of the Clayton Act, which went into effect January 1, 1921."

NEW YORK BANK CONTROL OF RAILROADS & RR. EQUIPMENT COMPANIES

1920



SPREAD OF CONTROL OF TWENTY FIVE RAILROAD DIRECTORS 1920

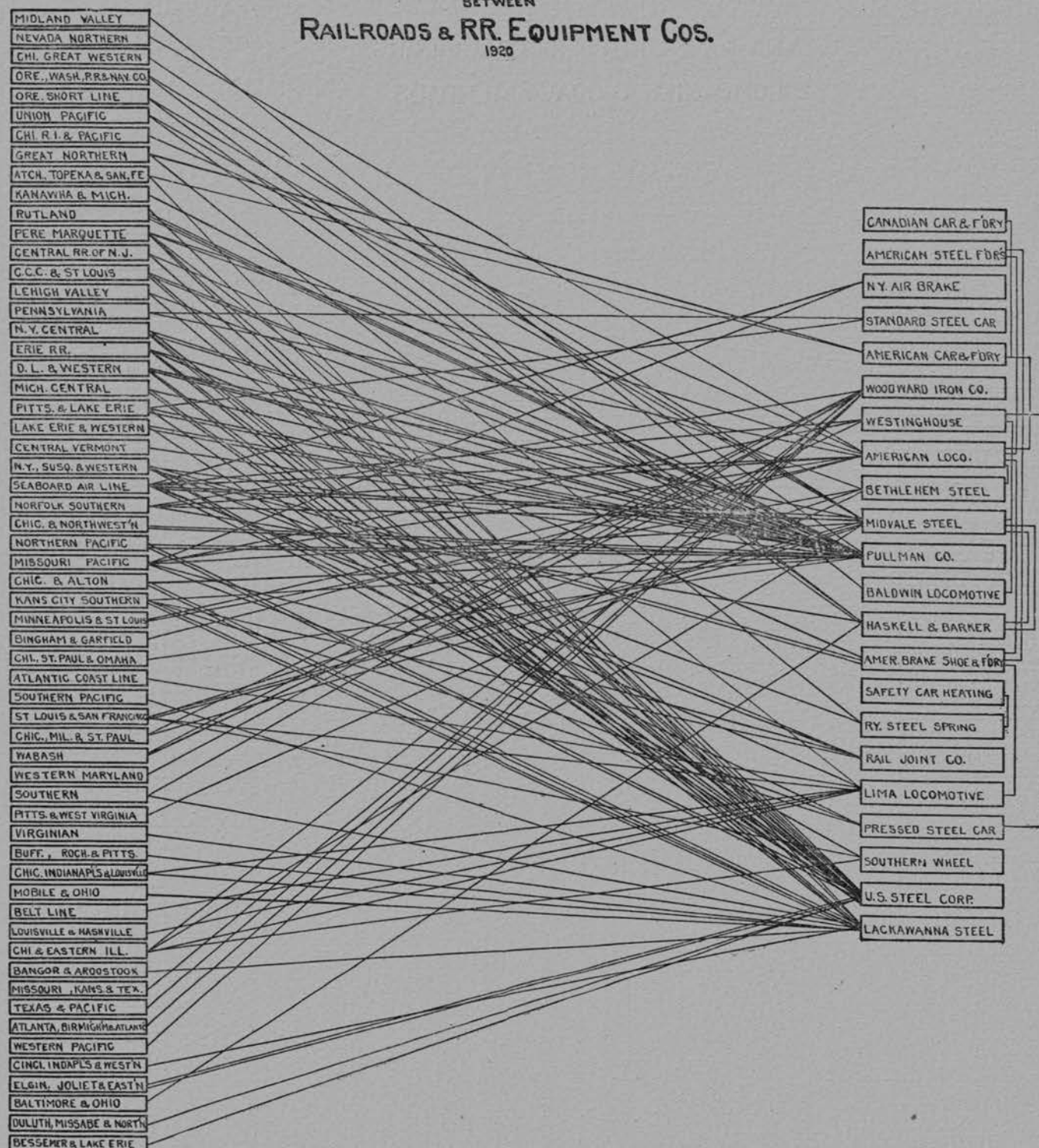
- 1 CENTRAL OF GEORGIA
- 2 CHICAGO & ALTON
- 3 C.C.C. & ST. LOUIS
- 4 ILL. CENTRAL
- 5 LAKE ERIE & WESTERN
- 6 LOS ANGELES & SOUTHWEST
- 7 CHI., MIL. & ST. PAUL
- 8 D.L. & W.
- 9 ARIZONA EASTERN
- 10 DELAWARE & HUDSON
- 11 GALV. HARRIS & SAN ANTONIO
- 12 HOUSTON & TEX. GEN.
- 13 CINN. NORTHERN
- 14 KANAWHA & MICH.
- 15 CEN. RR. OF N.J.
- 16 LEHIGH VALLEY
- 17 N.Y. SUSQUEHANNA & WEST
- 18 CHI. & N.W.
- 19 GRD. RAPIDS & IND.
- 20 N.Y. PHILA. & NORFOLK
- 21 PHILA., BALT. & WASH.
- 22 RICH. FROKESB. & POT.
- 23 B. & O.
- 24 KANS. CITY & SO.
- 25 PERE MARQUETTE
- 26 WHEEL & LKE. ERIE
- 27 MD., DEL. & VA. RR.
- 28 TOLEDO, PEO. & WEST.
- 29 NORFOLK & SO.
- 30 WABASH
- 31 WEST. PACIFIC
- 32 CHESA. & OHIO
- 33 MPLS. & ST. LOUIS
- 34 PITTS., SHAWMUT & NO.
- 35 ALA. GR. SOUTHERN
- 36 CINN. NO. & TEX. PAC.
- 37 MOBILE & OHIO
- 38 C.B. & Q.
- 39 GR. NORTHERN
- 40 ATCHISON, TOP. & SAN. FE.
- 41 ATLANTA & WEST PT.
- 42 LOUISVILLE, HENDERSON & ST.
- 43 BINGHAM & GARFIELD
- 44 ANN ARBOR
- 45 MO. PACIFIC
- 46 ST. LOUIS S.F.
- 47 ATLANTIC C. LINES
- 48 WASH. SO. RY.
- 49 MONONGAHELA
- 50 NEVADA NORTHERN

ROBERT E. LOVELLY
WM. DOUGLASS
H.W. DUNN
A.H. SMITH
C.F. BAKER
H.E. VAN DUSEN
SAMUEL REA
L.E. LORE
A.J. GURLEY
A.W. BRACK
E.H. DAVIS
FAIRBANK HARRISON
W.W. ATTERBURY
J.E. REYNOLDS
CHAS. STEELE
HOWARD ELLIOTT
W.H. SMITH
CHAS. MAYNARD
J.A.H. HANCOCK
WILLIAM BRIDGES
CHAS. T. BRIDGES
W.M. STONE
E.H. THOMAS
T. DEWITT
H. WALTERS

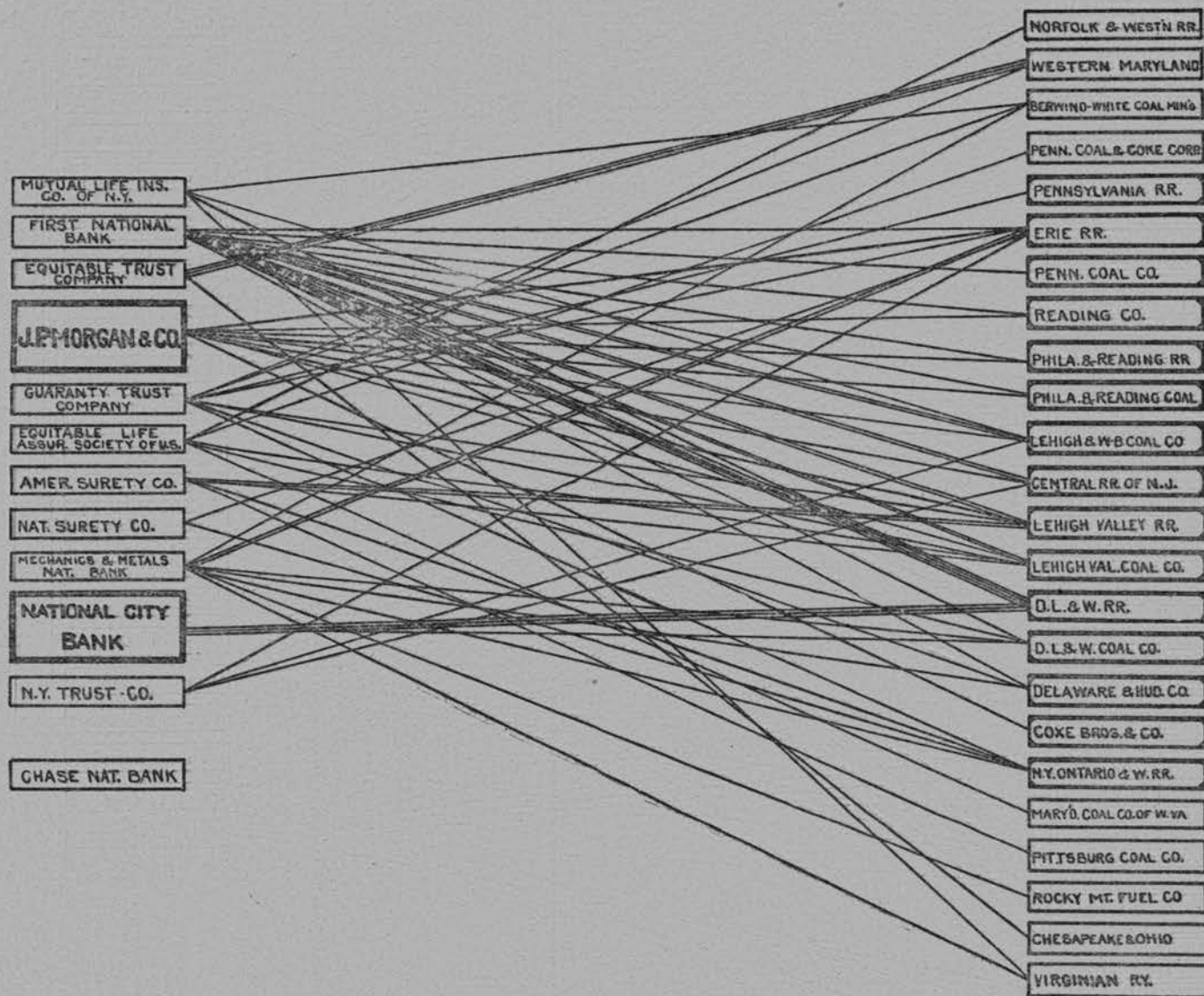
- 51 MICH. CENTRAL
- 52 NEW YORK CENTRAL
- 53 OREGON SHORT LINE
- 54 ORE., WASH. RR. & NAV. CO.
- 55 PITTS. & LKE. ERIE
- 56 UNION PACIFIC
- 57 YAZOO & MISS. VALLEY
- 58 ST. JO. & GR. ISLAND
- 59 RUTLAND
- 60 HOUSTON, E. & W. TEXAS
- 61 LOUISIANA WESTERN
- 62 MORGAN'S LA. & TEXAS
- 63 SOUTHERN PACIFIC
- 64 TEXAS & NEW ORLEANS
- 65 PHILA. & READING
- 66 TOLEDO & OHIO GEN.
- 67 NORTHERN PACIFIC
- 68 CHI., ST. PAUL, MPLS. & OMAHA
- 69 LONG ISLAND
- 70 NORFOLK & WESTERN
- 71 PITTS., CINN., CHI. & STL.
- 72 W. JERSEY & SEASHORE
- 73 ERIE
- 74 N.Y., ONTARIO & WESTERN
- 75 SEABOARD AIR LINE
- 76 BALT., CHESA. & ATLANTIC
- 77 PA. RR.
- 78 CHI. & EAST ILL.
- 79 M.K. & T.
- 80 TEX. & PACIFIC
- 81 WEST. MARYLAND
- 82 HOCKING VALLEY
- 83 PITTS. & SHAWMUT
- 84 TOLEDO, STL. & WESTERN
- 85 CHI., IND. & LA.
- 86 GA. SO. & FLA. RY.
- 87 N.O. & N.EASTERN
- 88 COLD. & SOUTHERN
- 89 SOUTHERN
- 90 CHI. & GR. WEST.
- 91 N.Y., N.H. & H.
- 92 NASH., CHATTA. & STL.
- 93 C.R.I. & R.
- 94 MIDLAND VALLEY
- 95 PITTS. & W. VA.
- 96 LEHIGH & HUDSON
- 97 CHARLESTONA W. CAROL.
- 98 WEST. RY. OF ALABAMA
- 99 LOUISVILLE & NASHVILLE

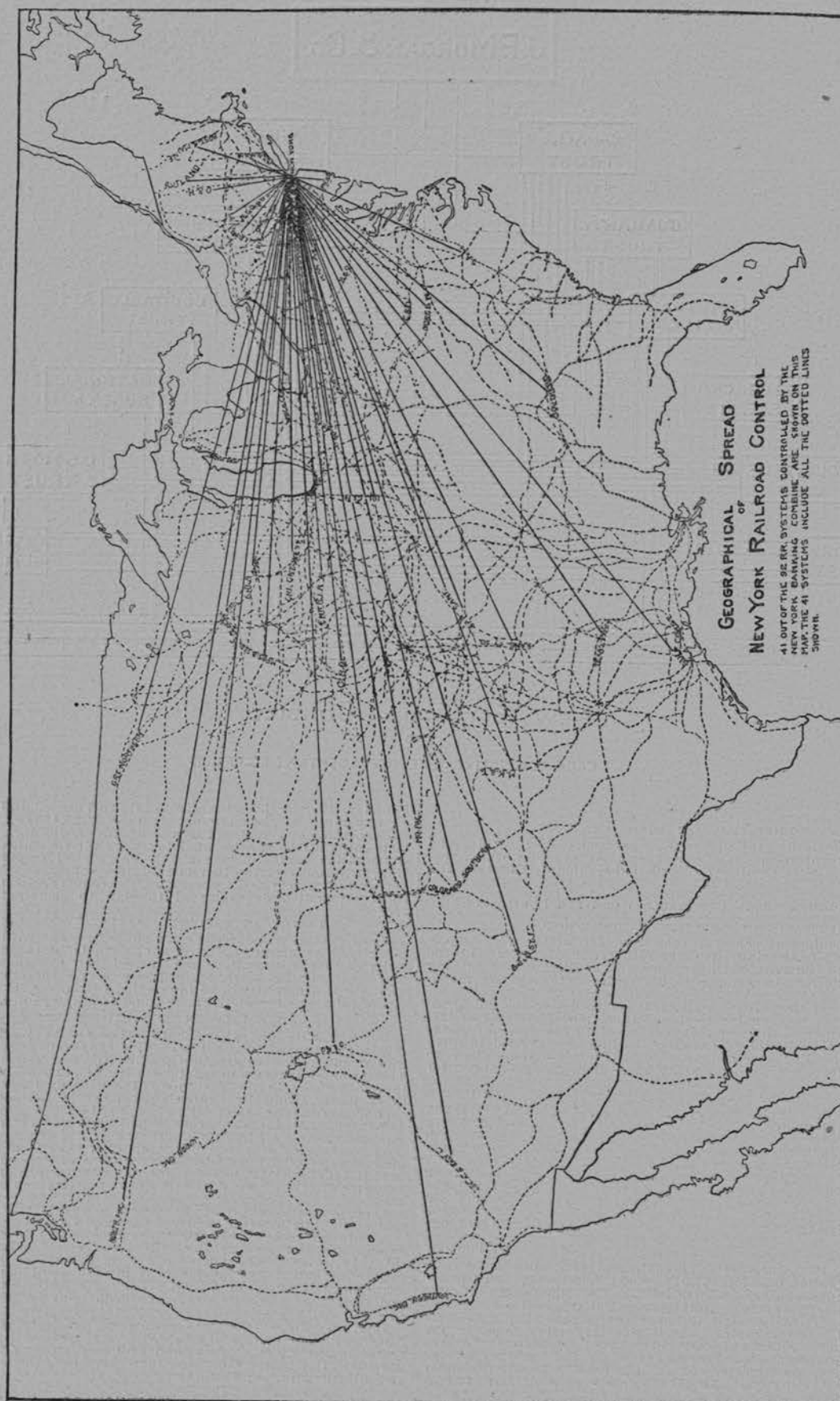
25 MEN LINK TOGETHER 99 CLASS I
RAILROADS OPERATING 211,280 MILES
OR 82% OF THE COUNTRY'S STEAM
TRANSPORTATION SYSTEM

INTERLOCKING DIRECTORSHIPS
BETWEEN
RAILROADS & RR. EQUIPMENT COS.
1920



N.Y. BANK CONTROL OF COAL MINING
COMPANIES & COAL RAILROADS
1920





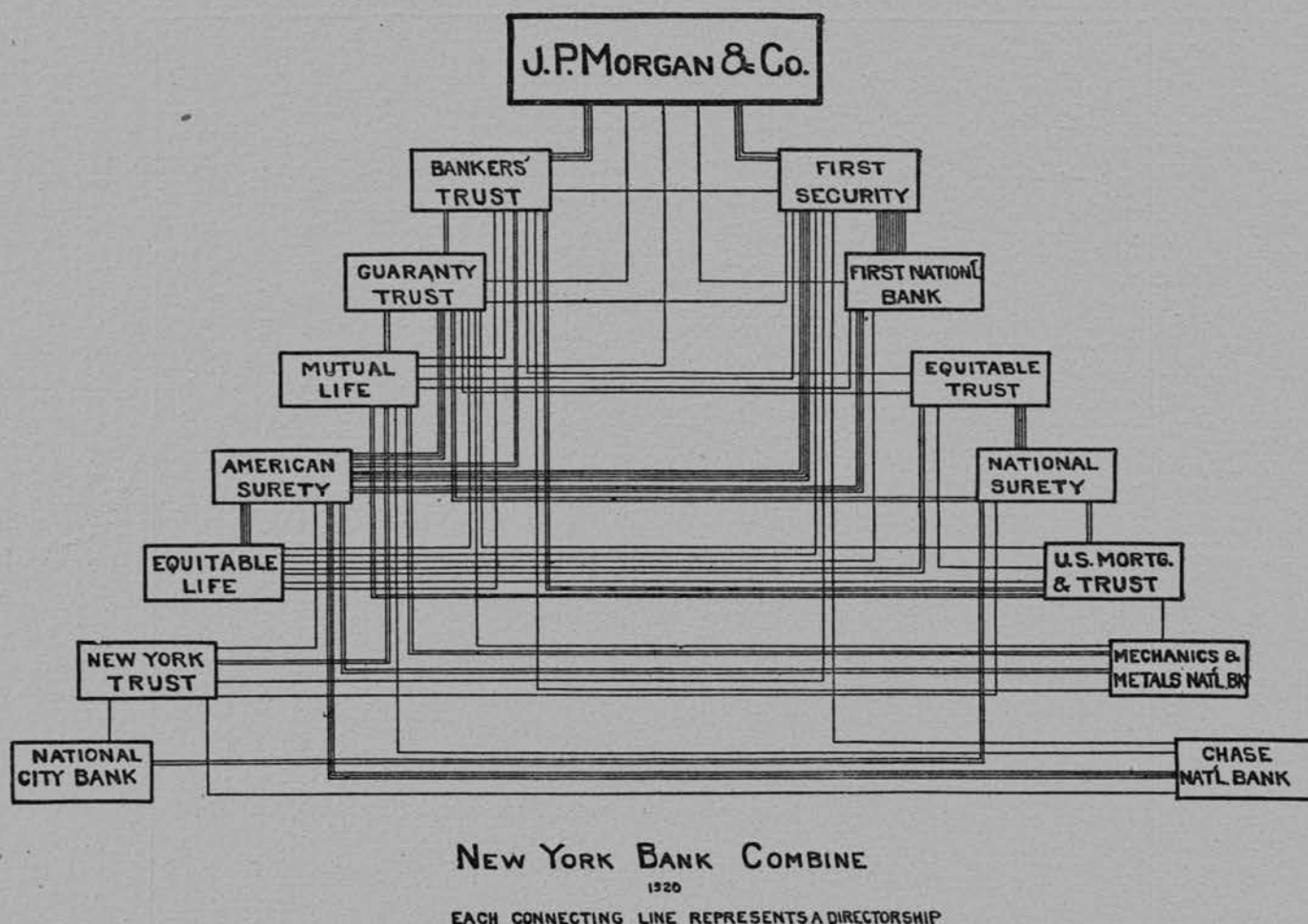


EXHIBIT V.

OUTSIDE REPAIR OF EQUIPMENT.

[Presented by the Railway Employees' Department, A. F. of L., and its affiliated organizations, at the hearing on rules and working conditions before United States Railroad Labor Board, Chicago, Ill., 1921.]

RAILROAD COMBINE SEEKS PROFITABLE WORK FOR EQUIPMENT.

IMPORTANCE OF EQUIPMENT CORPORATIONS.

The railroad equipment concerns constitute one of the very important departments of American industry. In terms of investment the securities of these concerns which produce all the elements of railway supply are of sufficient importance to be treated as a separate manufacturing group.

The importance of the railway equipment companies in the industrial world, and hence to the banking combine, whose power rests upon this world, will be seen from the fact that a group of 10 concerns out of the large number composing this department of industry showed in 1919 property values totaling over a quarter of a billion dollars. These 10 companies, together with a statement from their balance sheet for 1919, follows:

	1919.
American Brake Shoe & Foundry.....	\$12,074,237
American Car & Foundry.....	67,525,272
American Locomotive.....	42,421,289
American Steel Foundry.....	20,982,479
Baldwin Locomotive.....	27,046,157
Haskell & Barker.....	5,307,709
New York Air Brake.....	14,199,626
Pressed Steel Car.....	26,804,809
Pullman.....	20,136,408
Railway Steel Spring.....	28,411,621
Total.....	264,909,607

On January 1, 1920, these same 10 equipment companies had a combined working capital of \$189,567,974, which represents an increase since 1914 of approximately \$100,064,626. The significance of this enormous increase in working capital—over 100 per cent—will be referred to later. At this point it is important to note simply the size of the combined working capital, which gives a further index of the importance of these equipment corporations as a department of the great industrial combination, which is headed by the banking combine already referred to. As a matter of fact, it is possible to add two other companies, the Westinghouse Air Brake and the Canadian Car &

Foundry, thereby bringing the total working capital, as of the date already given, to the enormous figure of \$226,473,692.

Even this enumeration does not by any means include all the prominent corporations capable of doing work for the railroads. A complete enumeration would include all the large steel corporations, numerous shipyards, and certain other metal-trades concerns. From this it would appear that a very large element of the country's industry is capable of being stimulated or depressed through the manipulation of railway orders.

SITUATION OF EQUIPMENT CORPORATIONS MARCH, 1920.

These equipment concerns came out of the war with largely expanded capacity. As already pointed out, financial data show that the majority of these corporations had doubled their working capital. In order to get a somewhat more detailed view of the condition of these equipment corporations it will be interesting to glance briefly at the financial reports of a number of the more important companies.

BALDWIN LOCOMOTIVE WORKS.

Between 1914 and 1919 Baldwin Locomotive Works expanded both in plant and in working capital. This expansion does not represent the investment in new capital, but, rather, the reinvestment of war profits. There was no increase in capital stock. The expansion of plant appears in two forms. In the first place, the existing plant of the Standard Steel Works, controlled entirely by Baldwin Locomotive Works, was expanded from an asset value of \$6,814,186 to an asset value of \$9,833,606. At the same time bonded indebtedness of this subsidiary was decreased by \$1,000,000. In the second place, Baldwin Locomotive Works erected a new plant on its property at Eddystone. This plant was erected to handle big munitions orders, but was planned so that it could be later modified for the manufacture of locomotives. As a matter of fact, it has during the past year been engaged in locomotive work.

There was also a further investment of earnings through the acquisition of the Southwark Foundry & Machine Co.

A hint as to extent to which earnings were reinvested in plant can be obtained from sundry items from the yearly balance sheets. Thus the 1916 income account has an item of \$2,864,321 deducted from surplus representing "net value of Eddystone buildings." In the same year there is entry of \$2,363,051 for "amortization of machinery," and an item of \$597,804 entered as deductions for charges and adjustments.

In 1917, \$15,800,000 was deducted from surplus under the head "Written off patents and good will." There was a corresponding decrease in the value of plant and equipment from \$43,766,500 to \$28,254,408. During the same year there was also a deduction for "charges and adjustments" of \$538,118.

In 1918 there are three items under "deductions from income," which should be noted—for "amortization of machinery," \$3,698,921 was deducted; for "unexpended appropriations," \$2,500,000 was deducted; for "charges and adjustments," \$460,895 was deducted.

Altogether here are deductions from income which appear to have some connection with capital account to a total of approximately \$29,000,000. On perhaps half this investment of war earnings it is probable that future earnings will be made through enlarged operations. During the same period the working capital of a concern increased from \$11,923,227 to \$24,283,937, an increase of over 100 per cent. This enlarged working capital, the result of war-time earnings, would also seek employment through larger operations.

Instead of the larger operations which would have rendered possible profits of this expanded plant and working capital, the year 1919 and the early months of 1920 afford a very considerable shrinkage in orders. One reflection of this shrinkage is to be seen in the decrease of inventories from \$20,484,766 in 1918 to \$10,565,622 in 1919. It was also reflected in a similar decrease in working force from approximately 20,000 to approximately 10,000 men. This situation would render it very important for the interests which control Baldwin's to find profitable employment for the plant and working capital to compensate for the lack of sufficient orders for new locomotives to keep the enterprise fully employed.

The control of Baldwin Locomotive Works is pretty safely in the hands of the New York banking combine. This is hinted at in the Wall Street Journal of October 15, in which there appears the following comment: "There are only 200,000 shares of common outstanding, and it is believed that probably around 100,000 shares are held by interests which have no thought of selling."

The probability as to what interests are here designated appears from the fact that recently Thomas A. Gates, of Morgan-Drexel & Co., was elected a director and a member of the executive committee to succeed Arthur E. Newbold, of J. P. Morgan & Co. Mr. Gates is now chairman of the finance committee.

Without further discussion, it is obvious that the Morgan combine would be interested in devising ways and means for keeping Baldwin fully employed.

AMERICAN LOCOMOTIVE CO.

In the case of American Locomotive Co. the chief expansion in the matter of plant during the war period appears to have taken the form of the securing of outside plants with a view to producing the materials entering in large quantities into the regular locomotive work of the concern. In 1917 the company purchased the land and buildings of the Henrico Iron Works Corporation, at Richmond, Va. This company therefore became an adjunct of the Richmond plant, and afforded a greatly increased foundry capacity. In the same year and for the same purpose

the company purchased a modern steel-casting plant at Chester, Pa., formerly known as the Seaboard Works of the Pennsylvania Seaboard Steel Corporation. In this connection it might be noted that the financing of the Pennsylvania Seaboard Steel Corporation shows beyond doubt that the New York banking interests are involved in this deal. In further pursuance of this policy the American Locomotive Co. in 1918 purchased another plant at Richmond, Va., formerly the Kline Motor Car Corporation, which was modified for the manufacture of locomotive supplies.

Some conception of the increase in the company's capital account during the war years may be gained from the fact that surplus increased from \$11,535,658 in 1914 to \$21,841,074 in 1919, from the fact that during the years 1914 to 1919, inclusive, \$13,802,714 was credited to the "addition and betterment" fund, and from the fact that during this period the new working capital increased from \$12,326,839 to \$35,686,011, an increase of nearly 200 per cent.

If the sudden decrease in contract work in process between 1918 and 1919 is contrasted with this enormous increase in capital available for employment, it will appear that in the case of the American Locomotive Co., as in the case of Baldwin already cited, it became very important to the interests in control to devise a means of giving full employment to the capital represented by the concern, the contract work in process from \$13,049,480 in 1918 to \$3,813,552 in 1919.

It is known to-day that the American Locomotive Co. has recently been brought more completely into the sphere of control of the New York group. It is affiliated through directors with Bethlehem Steel, American Car & Foundry, Canadian Car & Foundry, and with important railroads through Charles Hayden and through A. W. Mellon. As evidence of the really interlocking interest between this company and the big railroad group, it is interesting to note that the President's veto of the amendment to the transportation act suspending for another year the application of the Clayton Antitrust Act to the railroads caused the resignation of A. W. Mellon from the board of directors of the Pennsylvania Railroad.

REPAIR WORK PROFITABLE.

To these equipment concerns with working capital inflated by war profits at the expense of the Government and decreased business to combine handed over the repair contracts. Financial papers took pains to point to the fact that this repair work was more profitable to the companies than new construction work. Later evidence as to the nature of the contracts will make plain the reason for this.

Here it will be sufficient to point out that the passage of the transportation act and the subsequent repair contracts have caused the equipment concerns to lead the stock market, as shown by the following barometer charts taken from the issues of the financial weekly, The Street.

THE WEEK ON THE EXCHANGE

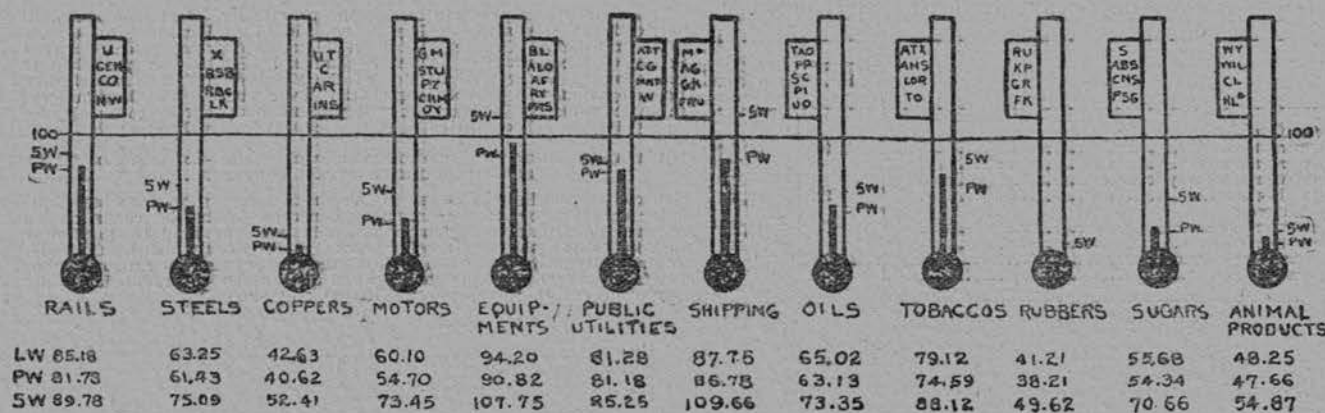
WEEK ENDING NOVEMBER 26, 1920

BAROMETERS OF PRICE AVERAGES OF CLASSIFIED N.Y. STOCKS

(COPYRIGHT BY THE STREET, INC.)

STOCKS SELECTED FOR DETERMINING AVERAGES INDICATED BY TICKER SYMBOLS ATTACHED TO EACH BAROMETER. WEEKLY CLOSING PRICES USED.

LW—LAST WEEK PW—PREVIOUS WEEK FW—FIVE WEEKS AGO (OCT. 22, 1920) *PREFERRED STOCK



THE WEEK ON THE EXCHANGE

WEEK ENDING JANUARY 14, 1921

BAROMETERS OF PRICE AVERAGES OF CLASSIFIED N.Y. STOCKS

(COPYRIGHT BY THE STREET, INC.)

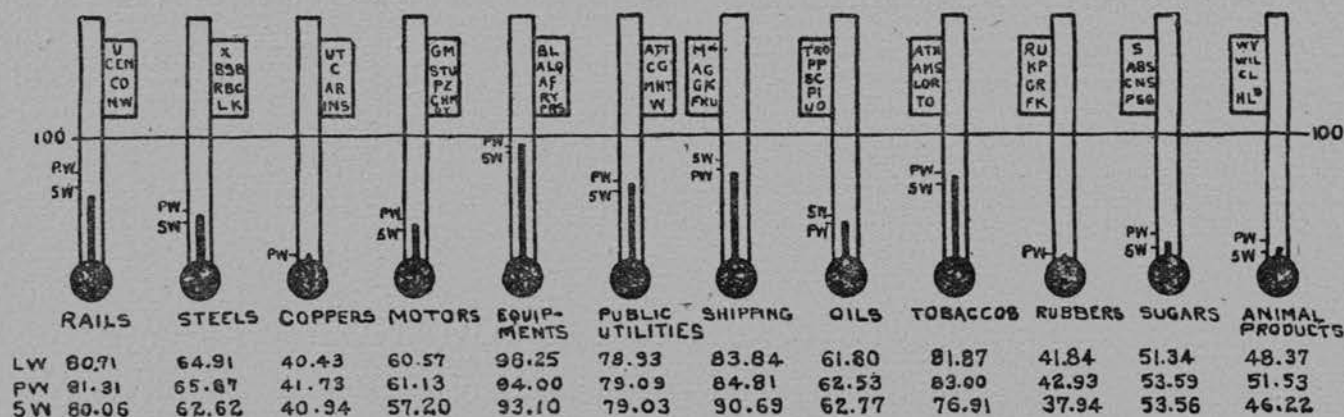
STOCKS SELECTED FOR DETERMINING AVERAGES INDICATED BY TICKER SYMBOLS ATTACHED TO EACH BAROMETER WEEKLY CLOSING PRICES USED.

LW-LAST WEEK

PW-PREVIOUS WEEK

SW-FIVE WEEKS AGO (DEC. 10, 1920)

*PREFERRED STOCK



[Extract from Railway Review of Jan. 8, 1921, pp. 68 and 69.]

CAR DELIVERIES AND ORDERS.

The Railway Car Manufacturers' Association has compiled the following figures regarding 1920 business. They are compiled from returns made by the members of the association and two nonmembers, as follows:

MEMBERS.

American Car & Foundry Co., Bethlehem Shipbuilding Corporation, Bettendorf Co., Osgood Bradley Car Co., J. G. Brill Co., Cambria Steel Co., Cincinnati Car Co., General American Tank Car Corporation, Greenville Steel Car Co., Haskell & Barker Car Co., Keith Car & Manufacturing Co., Keith Railway Equipment Co., Laconia Car Co., Liberty Car & Equipment Co., Magor Car Corporation, McGuire-Cummings Manufacturing Co., Mount Vernon Car Manufacturing Co., Pacific Car & Foundry Co., Pressed Steel Car Co., Pullman Co., Ralston Steel Car Co., Ryan Car Co., St. Louis Car Co., Standard Steel Car Co., Streator Car Co., Youngstown Steel Car Co.

NONMEMBERS.

Pennsylvania Tank Car Co., Chicago Steel Car Co.
The association makes the following tabulation of the year's business:

	Novem-ber.	Jan. 1-Nov. 30.
Domestic—delivered:		
Freight-train cars.....	5,902	39,486
Passenger-train cars.....	48	177
Interurban and subway cars.....	21	210
Street-railway cars.....	272	2,328
Foreign—delivered:		
Freight-train cars.....	976	13,240
Passenger-train cars.....	7	118
Interurban and subway cars.....	.....	36
Street-railway cars.....	2	103

On order and undelivered Nov. 30, 1920.

	Domestic.	Foreign.	Total.
Freight-train cars.....	41,290	6,234	47,524
Passenger-train cars.....	925	59	984
Interurban and subway cars.....	407	9	416
Street-railway cars.....	878	117	995

Car repairs—Domestic.

Delivered:	
November.....	4,345
Jan. 1 to Nov. 30.....	29,550

Car repairs on order and delivered November 30.

Domestic.....	25,663
Foreign.....	553
Total.....	26,216

Five hundred representatives from practically every congressional district in 27 Mississippi Valley States will be in Washington January 19 to urge before Congress a billion-dollar waterways project for that section of the country. Headed by James E. Smith, vice president in charge of the waterways division of the Mississippi Valley Association, the delegation will be the largest that ever visited Washington on a similar mission, it is said. It will present its program to the House appropriations subcommittee in charge of waterways January 20.

COMPARATIVE COSTS OF LOCOMOTIVE REPAIR WORK—ANALYSIS OF TABLE SHOWING OUTSIDE REPAIR CONTRACTS.

Broadly speaking, the cost of locomotive repair work, when done under contract by large equipment concerns, costs the roads on an average four times as much as it would cost the road to do similar work in its own shops. In other words, repair work which would under ordinary circumstances when done at the present time in railroad shops cost from \$4,000 to \$5,000 tends when done under contract with equipment concerns to cost between \$19,000 and \$20,000.

The following table affords a partial survey of the extent to which the railroads of the country have subcontracted the maintenance of their locomotives during the past eight or nine months. The data is not by any means complete as yet, so far as it has been possible to gather statistics. We have record here, as shown in column (1), of the contracting for the repair of 617 locomotives. The most complete records which we have deal simply with the railroads which are doing this contracting and the names of the concerns which contracts are made with. The terms of the contract tend to be available only in the case of the larger contract concerns. There are certain facts, however, which should be noted in glancing over the table, which show that the material is really far more complete than would appear at first. These points will be noted as follows:

1. The actual price charged to the railroad by the equipment or other contract concerns is shown in the table for 350 out of the 617 locomotives of which we have record. These actual prices are available for 234 out of the 418 locomotives which have been repaired at the Baldwin Locomotive Works. Further study of the situation reveals the fact that this really constitutes a very fair sampling, from which conclusions may be drawn.

2. As already pointed out, 418 of the 617 locomotives are credited to Baldwin. This means that the Baldwin Locomotive Works have had contracts for the repair of over two-thirds of the locomotives repaired under these contracts. Prices for more than half of these Baldwin contracts are available. They show a variation from \$14,114, in the case of the Union Railroad, of Pittsburgh, to \$30,275.70, in the case of the Atlantic Coast Line. As the first of these roads is not a trunk line, it may be safely assumed that the first-mentioned price represents the minimum price charged by Baldwin Locomotive Works, and for the time being you may safely assume that the last-mentioned price represents the highest. As a matter of fact, this maximum includes the installation of a superheater and probably means that actual repair work was charged for from \$24,000 to \$25,000. If we assume \$24,000 as the maximum price charged by Baldwin for actual repair work and \$14,000 as the minimum, we get as the average Baldwin price \$19,057. It may be noted that by a strange coincidence this figure is exactly the average price charged by Baldwin for the 200 Pennsylvania Railroad locomotives repaired on the Baldwin cost-plus basis.

3. The figures as to the cost of similar work done in railroad shops are actual Railroad Administration figures for exactly similar work, and they are not figures for isolated instances, but are average figures for groups of locomotives, and may therefore be taken as an accurate index of the cost of this repair work when done by the railroads themselves. It will be noted that the average would probably fall somewhat where around \$5,000 and the weighted average would fall somewhat below this figure—approximately \$4,800.

4. Thus it appears that the average price charged by Baldwin Locomotive Works, which has been responsible for over two-thirds of the locomotives repaired, represents a figure approximately four times the cost of similar work done in the railroad shops. In other words, it is probably \$14,000 above actual costs. This alone is an excess charge amounting, for the total number of locomotives repaired under contract, to approximately \$5,852,000.

5. None of the other concerns have had anything like the number of contracts Baldwin has had. Aside from the few contract shops, which have repaired two or three locomotives apiece for the various railroads, the only equipment concerns worth mentioning are the American Locomotive Works, with contract for repair of 75 locomotives; Rome Locomotive Works, with contract for 29 locomotives; and the Lima Locomotive Works. A glance at the terms of the contracts made by these concerns would lead to the conclusion that excess charges very similar to those in the case of Baldwin would come to light here also. The contracts in the case of the Davenport Locomotive Works also show a similar tendency. In other words, out of the 617 locomotives accounted for probably at least 535 have been contracted for on a basis which will bring the costs to at least \$10,000 in excess of the cost of similar work done in the railroad shops.

6. Locomotive repair costs for the entire transportation system of the country amount annually to something between \$500,000,000 and \$600,000,000. If Baldwin and the interests involved were allowed to go into the business of repair work, generally on the profitable lines shown under the contracts listed in our table, the effect would be to burden the country with an excess and unwarranted charge amounting to half a billion dollars a year.

7. It should be noted that those concerns, which are known to be a part of the railroad combine (see analysis of interlocking directors), find it necessary to add from 90 per cent to 125 per cent to the labor costs for overhead, and in addition to add from 15 per cent to 20 per cent for the total costs so determined for profit. On the other hand, regular railroad shops and smaller concerns have added for overhead only from 10 per cent to 40 per cent. In one instance 65 per cent is added. For profit these last-mentioned concerns tend to add approximately 10 per cent. As a result, so far as we have the data at hand, the cost of repair work when done in shops outside the big combine tends to run very considerably below those in regular equipment shops. Costs in these smaller shops in fact tend to approximate the cost of similar work in railroad shops increased by a legitimate charge for overhead. However, as already shown, 86 per cent of this contract repair work is handed over to the high-price concerns, whose profits go into the coffers of the combine.

8. The table upon which these comments are made follows. Data in this table can be counted on, as it will be found to check accurately

against the material which is at present in the possession of the Interstate Commerce Commission. The approximate cost shown for the repair work done by Rome Locomotive Works, the American Locomotive Works, the Lima Locomotive Works, and the Baldwin Works represents the average of the figures which are at present in the hands of the Interstate Commerce Commission for this work.

As already stated, the cost of this work in the railroad shops is based upon figures compiled by the Railroad Administration.

In case there is any question as to whether the cost of overhead should be added to the repair cost shown for work done in the railroad shops or not, it should be pointed out, in the first place, that the overhead for railroad shops must be carried, whether the work is actually performed in these shops or in the outside contract shops. In other words, to include such overhead would in fact be to assume that the country must carry a double overhead charge in order to afford work in the outside equipment concerns. In the second place, it should be pointed out that legitimate charges for overhead should not in any case exceed 50 per cent of the direct labor cost of the repair work, which item constitutes approximately 60 per cent of total cost of locomotive repair work. Adding in this charge for overhead would only increase the average cost shown by approximately \$1,500, or, in other words, an average cost in the railroad shops of \$5,300 to \$7,000 would undoubtedly be absolutely fair if it is decided that such overhead should be included in making comparisons between the costs in outside shops and costs in railroad shops. With this addition it should be noted that the prices charged by Baldwin, Rome, Lima, and American Locomotive Works still average over \$10,000 in excess of legitimate cost so increased by maximum charge for overhead.

Two other points should be noted. In the first place, it has been stated that Baldwin prices average four times the costs for similar work in railroad shops. This may be supplemented by the fact that in certain instances work which could be done for approximately \$5,000 in the railroad shops of the Pennsylvania cost on the Baldwin basis over \$25,000, and work which could have been done in the railroad shops for under \$4,000 cost on the Baldwin basis nearly \$26,000, or over six times as much.

In the second place, it can not be contended that workers were not laid off until these contracts were completed, for the equipment concerns are reported to have enough of this repair work to last them until spring. They have many locomotives still to handle.

Contracts for outside repair of locomotives.

Railroads	Number of locomotives	Contracting concern.
New York Central.....	27	Rome Locomotive.
	41	American Locomotive.
	9	Lima Locomotive.
	34	Baldwin Locomotive.
Pennsylvania.....	200	Do.
Seaboard Air Line.....	11	Charleston Dry Dock.
	9	Southland Steamship.
	10	Merrill & Stevens.
	6	Board Foot Iron Works.
	4	Woodward Iron Works.
	30	Baldwin Locomotive.
Atlantic Coast Line.....	10	Do.
	2	American Locomotive.
Central Railroad Co. of New Jersey.....	25	Baldwin Locomotive.
	5	American Locomotive.
Union Railroad of Pittsburgh.....	9	Baldwin Locomotive.
Missouri, Kansas & Texas.....	1	Pittsburgh Boiler & Machine.
	2	Manufacturers Railway Shop.
	6	Grant Locomotive.
St. Louis & San Francisco.....	3	Pittsburgh Boiler & Machine.
Chicago, Burlington & Quincy.....	7	Baldwin Locomotive.
	4	Davenport Locomotive.
Chicago, Milwaukee & St. Paul....	20	Baldwin Locomotive.
Philadelphia & Reading.....	15	Do.
Chicago & North Western.....	10	Richmond Locomotive.
	10	American Locomotive.
	2	E. J. & E.
Ann Arbor.....	Not given.	Manitowoc Shipbuilding.
	Not given.	Do.
Missouri & Northern Arkansas....	2	Rome Locomotive.
Texas & Pacific.....	2	Scullin Steel Co.
Gulf, Mobile & Northern.....	5	
	2	Nashville, Chattanooga & St. Louis Ry.
Central Vermont.....	7	American Locomotive.
Toledo, Peoria & Western.....	6	Pennsylvania.
Pittsburgh, Shawmut & Northern.....	3	Baldwin Locomotive.
Spokane, Portland & Seattle.....	6	Great Northern in Hillyard shop.
Long Island.....		Baldwin Locomotive.
Lake Erie & Western.....		Not given.
Michigan Central.....		Do.
Missouri Pacific.....	4	Grant Locomotive.

Contracts for outside repair of locomotives.

Railroads.	Number of locomotives.	Contracting concern.	Nature of contract.	Average cost in contract shop.	Average cost in railroad shop.
New York Central.....	27	Rome Locomotive.....	Not given.....	\$17,000.00	\$5,773.00
	41	American Locomotive.....	do.....	16,390.00	5,773.00
	9	Lima Locomotive.....	do.....	16,615.00	5,773.00
	34	Baldwin Locomotive.....	Actual cost, including material and direct labor plus 90 per cent of direct labor for overhead and 15 per cent of the total for profit. ¹		
Pennsylvania.....	200	do.....		19,057.00	4,463.00

¹\$500 charge for freighting locomotive to repair shops.

Contracts for outside repair of locomotives—Continued.

Railroads.	Number of locomotives.	Contracting concern.	Nature of contract.	Average cost in contract shop.	Average cost in railroad shop.
Seaboard Air Line.....	11	Charleston Dry Dock.....	Not given.....	\$6,000.00	.....
	9	Southland Steamship.....	do.....	6,000.00	.....
	10	Merrill & Stevens.....	do.....	12,000.00	.....
	6	Board Foot Iron Works.....	do.....	12,000.00	.....
	4	Woodward Iron Works.....	do.....	.....	.....
	30	Baldwin Locomotive.....	Actual cost plus 110 per cent of distributed labor plus 15 per cent profit.	.....	.....
Atlantic Coast Line.....	10	do.....	Includes superheater installation.....	30,275.70	.....
	2	American Locomotive.....	Cost-plus basis.....	.....	.....
Central Railroad of New Jersey.....	25	Baldwin Locomotive.....	Baldwin cost-plus.....	.....	.....
	5	American Locomotive.....	Cost-plus.....	.....	.....
Union Railroad of Pittsburgh.....	9	Baldwin Locomotive.....	Not given.....	14,114.00	189,074.00
Missouri, Kansas & Texas.....	1	Pittsburgh Boiler & Machine.....	do.....	1,670.00	1,100.00
	2	Manufacturers Railway Shop.....	do.....	12,540.00	1,684.00
	6	Grant Locomotive.....	do.....	.....	.....
St. Louis & San Francisco.....	3	Pittsburgh Boiler & Machine.....	Cost of materials plus 15 per cent for handling, cost of labor plus 65 per cent.	.....	.....
Chicago, Burlington & Quincy.....	7	Baldwin Locomotive.....	Cost of material and labor plus 110 per cent of distributed labor plus 15 per cent of total for profit. Scrap to become property of Baldwin.	.....	.....
	4	Davenport Locomotive.....	Cost of materials plus 5 per cent, cost of labor used on work except in boilers, 125 per cent of distributed labor for overhead and 20 per cent of total for profit.	.....	.....
Chicago, Milwaukee & St. Paul.....	20	Baldwin Locomotive.....	Cost-plus.....	.....	.....
Philadelphia & Reading.....	15	do.....	90 per cent cost-plus contract.....	30,000.00	.....
Chicago & North Western.....	10	Richmond Locomotive.....	Not given.....	.....	.....
	10	American Locomotive.....	do.....	.....	.....
	2	E. J. & E.....	do.....	.....	.....
Ann Arbor.....	(2)	Manitowoc Shipbuilding.....	do.....	.....	.....
	(2)	do.....	do.....	.....	.....
	2	Rome Locomotive.....	Cost of labor plus 125 per cent with additional 25 per cent added and 15 per cent added to cost of material. Freight charge, \$790.52.	.....	.....
Missouri & Northern Arkansas.....	2	Scullin Steel Co.....	Actual cost plus 10 per cent with 15 per cent added to cost of material.	.....	.....
Texas & Pacific.....	5	do.....	Not given.....	.....	.....
Gulf, Mobile & Northern.....	2	Nashville, Chattanooga & St. Louis Railway.....	Cost plus 15 per cent on material and 10 per cent on labor.	.....	(?)
Central Vermont.....	7	American Locomotive.....	Not given.....	.....	.....
Toledo, Peoria & Western.....	6	Pennsylvania.....	do.....	.....	.....
Pittsburgh, Shawmut & Northern.....	3	Baldwin Locomotive.....	do.....	.....	.....
Spokane, Portland & Seattle.....	6	Great Northern in Hillyard shop.....	Actual cost plus 25 per cent of labor plus 10 per cent added to material cost.	.....	.....
Long Island.....	.....	Baldwin Locomotive.....	Not given.....	.....	.....
Lake Erie & Western.....	.....	Not given.....	do.....	.....	.....
Michigan Central.....	.....	do.....	do.....	.....	.....
Missouri Pacific.....	4	Grant Locomotive.....	Cost of labor plus 40 per cent plus 10 per cent for profit and 20 per cent added to cost of material.	.....	.....

1 Estimate by railroad.

2 Not given.

3 Estimate 50 per cent higher than contract.

BASIC DATA AS TO COST OF VARIOUS CLASSES OF REPAIR WORK IN RAILROAD SHOPS.

The following tables show the actual cost data for the repair of a specified number of locomotives on five of the chief trunk lines of the country.

It should be noted that the majority of repairs fall into classes 3 and 5. This is generally true also of the repair work which has been done by the outside equipment concerns, although a very considerable number of locomotives have been given class (4) repairs by these outside concerns. Repairs classed as (1) and class (2) repairs are extremely heavy repairs, which are not required frequently. It is safe to state that the cost of the repair work done by outside equipment concerns can be classified as class (1) work.

The following standard classification of repairs to locomotives and tenders will be useful as a key to the tables shown hereafter:

[United States Railroad Administration—Director General of Railroads—Division of Operation—Mechanical department.]

STANDARD CLASSIFICATION OF REPAIRS TO LOCOMOTIVES AND TENDERS.

To be used, beginning June 1, 1918, by all carriers for reporting repairs to locomotives made at their various shops and roundhouses.

Class 1.—New boiler or new back end. Flues new or reset. Tires turned or new. General repairs to machinery and tender.

Class 2.—New fire box, or one or more shell courses, or roof sheet. Flues new or reset. Tires turned or new. General repairs to machinery and tender.

Class 3.—Flues all new or reset. (Superheater flues may be excepted.) Necessary repairs to fire box and boiler. Tires turned or new. General repairs to machinery and tender.

Class 4.—Flues part or full set. Light repairs to boiler or fire box. Tires turned or new. Necessary repairs to machinery and tender.

Class 5.—Tires turned or new. Necessary repairs to boiler, machinery, and tender, including one or more pairs of driving-wheel bearings refitted.

General repairs to machinery will include driving wheels removed, tires turned or changed, journals turned, if necessary, and all driving boxes and rods overhauled and bearings refitted and other repairs necessary for a full term of service.

Running repairs unclassified.

Suffix "A" to any class of repairs will indicate that the repairs are required on account of accident.

Suffix "B" will show the initial application of stoker.

Suffix "C" will indicate the initial application of superheater.

Suffix "D" will indicate the initial application of outside valve gear.

Suffix "E" will indicate locomotive was converted from compound to simple, or from one type to another.

Mallet locomotives will be indicated by a star following classification.

Locomotives receiving classes 1, 2, or 3 repairs must be put in condition to perform a full term of service in the district and class of service in which they are to be used.

Locomotives receiving class 4 repairs must be put in condition to perform not less than one-half term of service in the district and class of service in which they are to be used.

Locomotives receiving class 5 repairs must be put in condition to perform not less than one-fourth term of service in the district and class of service in which they are to be used.

Washington, March 27, 1919.

Statement of cost of classified repairs (Railroad Administration figures).

ATLANTIC COAST LINE RAILROAD (AUGUST AND SEPTEMBER, 1920).

Class of repairs.	Number of repairs.	Cost of labor.	Cost of material.	Total cost.	Average cost.
2.....	4	\$16,300.51	\$16,482.08	\$32,782.59	\$8,195.64
3.....	23	62,281.12	40,567.19	102,848.31	4,471.66
4.....	13	21,214.22	10,310.65	31,524.87	2,424.99
5.....	44	38,096.13	21,697.07	59,793.20	1,358.25

ATCHISON, TOPEKA & SANTA FE RAILROAD (AUGUST AND SEPTEMBER, 1920).

1.....	4	\$58,417.71	\$45,859.23	\$104,276.94	\$26,069.23
2.....	6	54,015.70	32,973.16	86,988.86	14,498.14
3.....	77	566,938.84	253,757.67	820,696.51	10,658.39
4.....	16	32,396.71	14,599.56	46,996.27	2,935.55
5.....	61	86,800.04	34,880.41	121,680.45	1,994.76

Statement of cost of classified repairs, etc.—Continued.

CHICAGO, BURLINGTON & QUINCY RAILROAD (AUGUST AND SEPTEMBER, 1920).

Class of repairs.	Number of repairs.	Cost of labor.	Cost of material.	Total cost.	Average cost.
2.....	8	\$49,385.63	\$23,786.01	\$73,171.64	\$9,146.45
3.....	134	594,333.30	265,202.27	859,535.57	6,414.45
4.....	16	21,859.03	11,640.47	33,499.50	2,093.71
5.....	76	50,582.52	25,576.44	76,158.96	1,002.09

ILLINOIS CENTRAL RAILROAD (AUGUST AND SEPTEMBER, 1920).

2.....	6	\$45,741.18	\$26,608.90	\$72,350.08	\$12,058.34
3.....	76	384,203.58	188,810.85	555,014.33	7,276.50
4.....	39	99,030.62	45,451.36	144,481.98	3,704.66
5.....	52	49,971.16	29,288.32	79,259.48	1,524.22

PENNSYLVANIA LINES, EAST (SEPTEMBER, 1920).

2.....	45	\$276,484.73	\$181,046.91	\$457,531.64	\$10,167.36
3.....	134	493,369.30	250,684.54	744,053.84	5,552.37
4.....	21	62,453.19	33,645.22	96,098.41	4,576.11
5.....	225	583,431.39	322,069.73	905,501.12	4,025.45

COMPARATIVE COSTS OF FREIGHT-CAR REPAIR WORK.

EXTENT OF OUTSIDE CONTRACTING FOR THE REPAIR OF FREIGHT CARS.

In the case of locomotive repair work it was possible through the partially completed investigation of the Interstate Commerce Commission to get fairly definite figures as to the extent to which the railroads had contracted with outside concerns for work formerly done in their own shops. The Interstate Commerce Commission has made no similar attempt to gather data as to the same practice of the roads in the matter of contracting with outside concerns for the repair of freight-train cars. As a matter of fact, the practice in the matter of freight-train cars has been far more extensive than in the matter of the locomotives.

As a result of independent attempt to gather this data, definite figures have been secured showing that important trunk lines have contracted with outside concerns for the repair of at least 32,000 freight-train cars of various types. In the attached table these contracts will be found listed, showing the railroads making such contracts, the number of cars in the contract, type of car, and the name of the contract concern. It should be noted that in the case of some of the most important roads, such as the New York Central, Michigan Central, Pennsylvania, and others, figures as to the number of cars are not available. It would probably be safe to estimate that the contracts for which no figures are available would bring the number of cars in the total to at least 50,000. In certain instances, as in the case of the Chicago, Milwaukee & St. Paul, the actual number already under contract is to be followed by others as fast as the contract shop is able to handle more cars. In other words, before spring it is probable that the number of freight-train cars repaired under contract by outside concerns will total to a very much higher figure than the conservative estimate here made.

So far as the information as to the understanding of these outside contracts is available, it is shown in the following table:

Contracts for outside repairs of freight-train cars.

Railroad.	Number of cars.	Type of car.	Contract concern.
Ann Arbor.....	5	.....	Manitowoc Shipbuilding Co.
Baltimore & Ohio.....	1 27	.....	.....
.....	2,000	Box.....	American Car & Foundry Co.
.....	1,000	Composite gondolas.....	Do.
.....	300-500	Refrigerator.....	Do.
.....	2,000	Steel cars.....	Ralston Steel Car Co. (Columbus, Ohio).
.....	3,000	M. H. and M. and S. box.....	Same company, at Madison, Ill.
.....	2,000	M. 15 and M. 15 A.....	Ryan Car Co. (South Chicago, Ill.).
.....	2,000	M. 13 and M. 13 A. box.....	Same company, at Fort Wayne, Ind.
.....	400	Coal cars, steel bottoms.....	Haskell & Barker Car Co., Michigan City, Ind.
Buffalo, Rochester, Irontown & Pittsburgh.....	.....	.....	Buffalo Steel Car Co.
Chesapeake & Ohio.....	.....	.....	Western Steel Car Foundry.
Chicago, Milwaukee & St. Paul.....	500	.....	Contract shops at Renton, Wash.
.....	200	Gondolas.....	Ryan shops at Hegewisch.
.....	300	do.....	Sheffield Car & Engine Co., Missouri.
.....	500	.....	Pressed Steel Car Co.
Chicago Great Western.....	200	Steel hopper.....	Haskell & Barker Car Co.
Chicago, Indianapolis & Louisville.....	600	Coal car.....	Do.
Chicago, St. Paul, Minneapolis & Omaha.....	.....	.....	Sioms-Steubal Co., Minneapolis. ¹
Delaware, Lackawanna & Western.....	1,000	Box cars.....	American Car & Foundry Co.
Erie.....	.....	Air repairs.....	Buffalo Steel Car Co.
.....	.....	.....	Hornell Co. (which is really separate incorporation of its own shops).
.....	150	.....	American Car & Foundry Co.
.....	900	.....	Do.
.....	2,000	.....	Greenville Steel Car Co.
.....	1,000	.....	Western Steel Car & Foundry Co.
.....	500	.....	Illinois Car Co.
.....	2,000	.....	Standard Steel Car Co.
.....	136	.....	Do.
Great Northern.....	.....	Steel cars.....	Whitney Bros. Shipyard.
.....	.....	.....	Superior Shipyard.
.....	.....	.....	Superior Iron Works.
Hocking Valley.....	600	.....	Sioms-Steubal Co., Minneapolis.
.....	800	.....	Chicago Steel Car.
.....	500	.....	Indianapolis Interstate Car Shops.
.....	500	.....	Copple Car Co. of Va.
Illinois Central.....	500	Box.....	Ralston Car Co. (Columbus, Ohio).
.....	800	Steel coal.....	Illinois Car Equipment Co. (North Hammond, Ind.).
.....	1,000	Steel gondolas.....	Do.
Lake Erie & West.....	200	Freight.....	Bettendorf Co. (Inc.).
Lehigh Valley.....	500	Steel coal.....	Interstate Car Shops.
.....	2,000	.....	Buffalo Steel Car Co.
Louisville & Nashville.....	500	Coal cars.....	Biddletown Car Co. (Pa.).
Michigan Central.....	700-800	(Nos. 27200 to 28499, all types, 27 and 28 class cars.)	Buffalo Steel Car Co.
.....	500	Box cars.....	American Locomotive Works.
Minneapolis & St. Louis.....	.....	.....	Contract shops.
Minneapolis, St. Paul & S. Ste. Marie.....	500	Box cars.....	Buffalo Steel Car Co.
.....	.....	.....	Illinois Car Equipment Co.
Maine Central.....	100	.....	Sioms-Steubal Co. (Minneapolis). ²
New York Central.....	8	1,700 class cars.....	Haskell & Barker (Michigan City).
.....	100	.....	Sioms-Steubal Co. (Minneapolis). ¹
.....	25	.....	Manitowoc Shipbuilding Co.
.....	61	.....	Laconia Car Works, Laconia, N. H.
Do.....	.....	Steel gondolas.....	American Car & Foundry Co.
.....	.....	All types.....	Baldwin Locomotive Works.
New York, Chicago & St. Louis.....	500	Coal cars.....	American Car & Foundry Co.
Norfolk & Western.....	9,000	H. P. and H. L. hopper.....	Mer. Desp. Trans. Co., Detroit.
Pennsylvania.....	2,100	Freight.....	Mer. Desp. Trans. Co., East Rochester, N. Y.
.....	100-500	.....	Ryan Car Shop (Hegewisch).
.....	.....	.....	Buffalo Steel Car Co.
.....	.....	.....	Illinois Car Equipment Co. (N. Hammond, Ind.).
.....	.....	.....	Buffalo Steel Car Co.
.....	.....	.....	Ralston Steel Car (Columbus, Ohio).
.....	.....	.....	West Steel Car & Foundry Co.
.....	.....	.....	Do.
.....	.....	.....	Buffalo Steel Car Co.
.....	.....	.....	Interstate Car Co.

¹ More ready.² 3,000 to 5,000 being done by Sioms-Steubal Co. for the four railroad companies listed above.

Contracts for outside repairs of freight-train cars—Continued.

Railroad.	Number of cars.	Type of car.	Contract concern.
Pere Marquette.....	500-1,000	Box cars.....	Buffalo Steel Car Co.
Pittsburgh & Lake Erie.....	1,000	Hopper cars.....	International Car Co.
Philadelphia & Reading.....	500		Standard Steel Car Co.
St. Louis & San Francisco.....	1,500	Box.....	American Car & Foundry Co.
Southern.....	538	Steel frame coal.....	Do.
Wabash.....	500	Freight.....	Lenoir Car Works (Texas).
	12,000	do.....	Keith Railway Equipment.
			Buffalo Steel Car, Sheffield Plant (Kansas City).
Total.....	53,939-57,139		

1 About.

COST OF OUTSIDE REPAIR WORK CONTRASTED WITH COST OF SIMILAR WORK IN RAILROAD SHOPS.

It has been impossible to ascertain the nature of the contracts entered into by the railroads in the case of the majority of this repair work. Again it may be pointed out that no such information is available as has been collected by the Interstate Commerce Commission in the matter of outside repair of locomotives. However, there has become available recently a copy of the contract entered into by the Hocking Valley Railway Co. with the Ralston Steel Car Co., located in Columbus, Ohio. This contract calls for the repair of 350 composite general-service cars in the railroad series 27000. As the Ralston Steel Car Co. has contracts for the repair of 11,500 out of the 54,000 cars of which we have record in connection with these outside contracts, and as its general situation seems to be typical, some discussion of this contract may be interesting as tending to reveal the extent to which this practice is costing the public huge amounts in unnecessary expenses for the maintenance of equipment. In other words, it may be pointed out that the Ralston Co. has contracts for the repair of over one-fifth of all the cars of which we have been able to secure record, doing work not only for the Hocking Valley Railroad Co. but also for the Norfolk & Western and for the Baltimore & Ohio Railroads.

A copy of the contract between the Hocking Valley Railroad and the Ralston Steel Car Co. is appended to this general introduction. A brief analysis of this contract will show that the general repair work to be done is really divided into two parts. In the first place, a fixed price (\$1,092.22) per car is set for a certain portion of the work which is to be done in the case of all the cars under contract. In the second place, all other work to be done on these cars is to be charged for on a cost-plus basis. This cost-plus contract will be found to be very similar in its details to the cost-plus contracts made between certain railroads and the Baldwin Locomotive Co. for the repair of locomotives. In other words, direct labor is to be charged for, with 100 per cent added to this item, to cover the expense of overhead. Material furnished by the railroad company is to be charged for at cost, and to the total of this direct labor charge, 100 per cent for overhead, and the cost of material, 10 per cent, is to be added for profit.

It will be seen from the contract that the actual cost of the completed repair job on the car will depend upon the extent of the repairs not included under the fixed price part of the contract. In this connection it might be noted that the fixed price work does not include triple-valve work, truck work, side-sill work, the replacement of side planks, work upon side or end top angles or plates, foundation brake gear work, nor does it include in the way material draft-gear material or dump-door mechanism, which latter is furnished by the railroad company. In other words, there is a large amount of the work and material which form a part of general repairs to this type of car, which is not included in this fixed price. It is obvious also on the face of the contract that much of this work is to be done; for instance, the fact that on all the cars 20 side stakes are to be replaced points conclusively to the fact that there is to be a large amount of side-plank work.

In order that the full cost of this repair work done in the Ralston steel-car shops may be determined for comparative purposes, the following estimate has been made, showing in tabular form, first, material costs per car which will in all probability be added to the fixed price shown in the contract, and, second, extra labor which will go into the completed repair job on each car. Both of these estimates represent neither maximum nor the minimum, but what may be taken as the average amount of additional repair cost to the car and approximately type and capacity of the cars specified in the contract.

Additional material cost (estimated).

Material.	Unit price.	Total price.
10 side planks (rough), 660 board feet.....	1 \$85.00	\$85.00
5 end planks (rough), 75 board feet.....	1 \$5.00	5.00
1 brake step.....		.50
2 card boards.....		.50
1 new coupler, complete.....		26.00
30 feet 1-inch train line pipe.....	.10	3.00
30 feet 1/2-inch retainer pipe.....	.045	1.35
4 standard unions.....	.30	1.20
2 1/2-inch unions.....	.20	.40
1 1/2-inch street ell.....	.125	.13
1 1/2-inch street ell.....	.051	.05
6 plain els.....	.138	.83
10 wrought couplings (1-inch).....	.125	1.25
4 wrought couplings (1/2-inch).....	.058	.24
150 pounds bolts (body and trucks).....	.035	5.25
20 cotter pins.....	.37	7.40
1 brake chain (6 pounds).....	.115	.69
2 brake-pipe tees.....	.61	1.22
60 grip nuts (estimate).....		1.80

1 Per 1,000.

Additional material cost (estimated)—Continued.

Material.	Unit price.	Total price.
4 truck shims.....	\$0.15	\$0.60
50 split keys.....	.025	1.25
2 1/2-inch leather gaskets.....	.017	
4 1/2-inch leather gaskets.....	.034	.41
4 1/2-inch leather gaskets.....	.067	
2 gallons kerosene.....	.22	.44
1 pound grease.....		.09
2 pounds pipe-fitting compound.....	.19	.38
5 pounds rags for cleaning.....	.15	.75
300 pounds extra-pressed steel shapes (top angles, etc.).....	1 5.25	15.75
2 pounds white lead.....	.16	.32
1 pound cylinder lubricant.....		.16
Draft-gear parts, estimate per car.....		10.00
1 air-brake hose.....		2.00
Air-brake parts (triple, cocks, etc.).....		4.00
2 pair wheels, 2 axles (less scrap credit).....		120.00
1 body bolster (estimated).....		40.00
2 new brake beams.....		12.00
3 new brake shoes.....		4.00
2 new brake keys.....		.48
180 pounds malleable castings (furnished by road).....	.10	18.00
2 conpler-release rigging complete (estimated).....		3.00
1 truck side (estimated).....		50.00
8 journal bearings (less credit).....		12.00
4 journal wedges.....		1.30
1 journal box (estimated).....		5.00
2 journal-box lids.....		.50
2 side bearings.....		.50
Journal-box packing.....		1.00
4 crank shafts (estimated).....		8.00
Miscellaneous wrought iron (pipe clamps, etc.).....		4.00
30 pounds extra rivets.....		1.50
Total.....		447.75

1 Per hundredweight.

Extra labor costs.

[Contract shop.]

Extra rivets cut and driven.....	\$25.00
Bolts applied.....	5.00
Holes drilled.....	5.00
Straightening.....	
2 end sills.....	2.40
2 side-sill channels.....	18.00
2 deep diaphragms.....	3.90
4 inside stakes.....	1.80
Grab irons.....	3.50
Cleaning cylinders.....	.30
Packing boxes.....	1.00
Handling material to track.....	10.00
Loading scrap.....	1.00
Milling lumber.....	5.00
Truck work (assembling, etc.).....	8.00
Brake connections and levers.....	2.50
Total in contract shop.....	87.40
Cleaning and repairing triple valves, reducing valves, cut-out, etc., done in railroad shop.....	3.00
Total.....	90.40

A glance at these two tables will show that in the total cost of repair per car there will enter, in addition to the fixed price for certain portions of the work, approximately \$496.75 for additional material, \$87.40 for additional labor in the contract shop, and \$3 for extra labor in the railroad shop. According to the terms of the contract 100 per cent of the additional direct-labor cost in the contract shop will be added for overhead, thus adding another \$87.40 to the total cost per car. For purpose of this analysis and in order that it may be thoroughly conservative, the cost of one of the extra pair of wheels which will undoubtedly be included in this general repair work is not considered, also the cost of the new truck side is not included, thus producing the additional material costs to approximately \$350. Now, this will make the total item to which the 10 per cent profit is added \$524.80; 10 per cent profit on this will amount to \$52.48. Billing the costs as per the formula given in item F of third section of the contract, which is appended, we get the following total costs of this repair work per car:

1. Fixed charge as per item A of second section-----	\$1,092.22
2. Direct labor as per schedule B-----	87.40
3. 100 per cent of item B to cover overhead, etc-----	87.40
4. Value of material furnished by car company-----	350.00
5. Value of material furnished by railroad-----	
Total-----	524.80
6. 10 per cent of total of items 2, 3, 4, and 5 for profit-----	52.48
Total-----	577.28
Grand total-----	1,669.50

It should be noted that this cost per car does not include the labor entailed in preparing the bad-order cars for shipment to the contract shop; that it does not include the freight charges, loading and unloading charges, etc., in connection with the shipment of material to the contract shop; and that it does not include the freight charges on the bad-order cars which must be shipped to the contract shop and back again. In many instances of this nature the freight charges on the cars alone would amount to approximately \$100 per car. Without including these items, which will further increase the cost, we have arrived on the basis of the contract shown at the conclusion that the cost of this general repair work to the cars specified will be somewhere between \$1,000 and \$1,800 per car.

An outside estimate as to the cost of similar repair work if done in the railroad shops would place the figure somewhere between \$900 and \$1,000. This figure checks very closely with the average estimated cost of general repair work per car made by the Boston & Maine Railroad, the exact figure in this case being \$974.21 per car, which average is drawn from the figures given by the road—\$681,950—as the estimated cost of general repairs to 700 freight-train cars.

Such a comparison points conclusively to the fact that the entire contract is in reality a cost-plus contract, including an addition of 100 per cent of the direct labor charges to cover overhead and 10 per cent added for profit. In other words, it falls into the same class with the contracts already discussed, which the railroads have made with the Baldwin Locomotive, Lima Locomotive, and Rome Locomotive, and other companies for the repair of their engines. In this case, as in the case of the locomotive repair work, it has resulted in an enormous extra charge to the public for the repair of equipment, a charge which is unwarranted. This extra charge, as shown in the above, analyzed amounts to a minimum of \$600 per car so repaired. As pointed out, Ralston Steel Car Co. has contracts for the repair of at least 11,000 cars. Such an extra item on each one of the cars so contracted for would bring the total excess cost of the cars repaired by the Ralston Co. to a total of \$6,600,000. If this same general policy is applied throughout the contracts made by the railroads with other equipment concerns, contracts which have been shown to cover the repair of at least 50,000 freight cars, it would be apparent that the extra cost on this item of repair alone will total at least \$30,000,000.

In other words, this experiment on the part of the railroads will cause the country under the transportation act to pay approximately \$80,000,000 for work which would have cost in the railroad shops not more than \$50,000,000, and in all probability less.

In the year 1917 the repair of freight-train cars of class 1 carriers cost \$217,300,232. According to the figures presented by the carriers to the Interstate Commerce Commission, the repair costs have increased since 1917 very nearly 100 per cent. If this is true the country's bill for repairs to freight-train cars on class 1 carriers would to-day amount to at least \$400,000,000 per year. In other words, if a class 1 carrier were generally to have their repairs done on the basis shown in the case of the contract between the Hocking Valley Railroad and the Ralston Steel Car Co., of Columbus, Ohio, the country's bill for the repair of freight-train cars alone would be increased to the extent of approximately a quarter of a billion dollars.

COST OF GENERAL REPAIR WORK IN SHOPS OF SOUTHERN RAILWAY.

That the cost of freight-car repair work in railroad shops given above as from \$900 to \$1,000 is a very generous estimate is shown by the two following tables, which show actual repair cost in the case of 20 cars which have recently been repaired in the shops of the Southern Railway System.

It will be noted that these actual figures show an average cost for heavy repair work, including items which are generally allocated, not to maintenance of equipment but to capital expenditure in the nature of betterment. The average cost amounts to only from \$564 to \$632. If we take the outside figure, \$632, and add to it 50 per cent of the highest direct labor cost for overhead, we get a figure only slightly over \$700 as the cost of this work. If it should turn out, as indicated by these figures, that the actual cost of heavy repairs per freight car in the railroad shops does not exceed \$750, it would appear that the costs under the Ralston Steel Car Co. contracts are much more out of proportion than previous analysis would indicate. In other words, it would show that they averaged nearly \$1,000 in excess of actual cost of similar work in railroad shops. This would mean more than 100 per cent increase in the cost of maintenance of freight-train cars in case the practice became general. These additional facts, which appear in the following tables, are offered merely by way of furnishing further evidence as to the conservative nature of the statements already made.

Actual cost of general rebuilding work through which 10 composite cars of Southern Railway were changed from series 9690 to series 10100.

Number of cars.	Labor.	Material.	Net cost.
1.....	\$124.55	\$514.43	\$638.98
1.....	128.96	613.31	742.27
1.....	120.26	615.55	735.81
1.....	128.75	655.10	783.85
1.....	126.96	625.44	752.40
1.....	126.99	626.00	753.99
1.....	126.76	643.53	770.29
1.....	124.18	633.65	757.83
1.....	125.50	638.82	764.32
1.....	129.29	633.31	762.60

Average net cost per car, \$632.40.

ACTUAL COST OF REBUILDING 10 ORDINARY BOX CARS IN SOUTHERN RAILWAY SHOPS.

The figures given are for box cars of the Southern Railway, the work done in the Knoxville (Tenn.) shops of the same road. Included in the cost are two new body bolsters for each car at a cost of \$20.40 and one set of Bradford draft gears for each car at a cost of \$112.25.

Number of cars.	Labor.	Material.	Net cost of car.
1.....	\$101.16	\$523.21	\$624.37
1.....	111.77	523.21	635.98
1.....	101.13	502.81	603.94
1.....	101.59	526.55	628.14
1.....	157.12	468.47	625.59
1.....	157.50	468.47	625.97
1.....	103.04	481.51	584.55
1.....	101.25	523.21	624.46
1.....	107.42	481.51	588.93
1.....	102.01	491.20	593.21

Average net cost per car, \$594.60.

[Agreement made in the city of Columbus, Ohio, this 10th day of May, 1920, by and between the Hocking Valley Railway Co., hereinafter called railroad, and the Ralston Steel Car Co., hereinafter called car company.]

In consideration of the covenants and conditions hereinafter set forth, the parties hereto do agree as follows:

First. The car company agrees to make repairs at its East Columbus, Ohio, shops to 350 composite general service cars in railroad's series 27000, performing the work in accordance with railroad's plans, specifications and instructions to be transmitted to car company within 15 days after the date of this agreement.

Second. Charges for repairs hereunder shall be as follows, and shall be separately billed for each car:

"A" car company will furnish the new material (except the last three items) shown in following Schedule A, cut out the old rivets; apply the new parts, furnishing the necessary new rivets for such application, take down and put up the draft gear, coupler and air brakes, align the car and paint same with two coats of paint on body and one coat of paint on the trucks, the paint to be furnished by car company, for \$1,092.22 per car, f. o. b. car company's works, East Columbus, Ohio.

Schedule A: List of new material to be furnished by car company as provided for in preceding paragraph:

- 16 doors of 1/2-inch steel, including runway plates and channels,
- 20 side stakes.
- 14 additional rivets per car through side stakes.
- 5 channel cross-bearers, cover plates, and filers.
- 1 center sill cover plate (extending over draft splices).
- 8 bolster side stakes.
- 4 bolster cross-bearers and cover plates.
- 4 14-inch channel draft sills and draft-sill ties.
- 2 end sill cover plates.
- 2 end hinge stand filers.
- 4 door-closing angles.
- 2 striking castings.
- 2 cast-steel center braces.
- 2 cast-steel body center plates.
- 24 hinge pins, with cotters.
- 16 malleable-iron hinges, to be furnished by Hocking Valley free of cost f. o. b. our works.
- 24 malleable-iron hinge bearings, to be furnished by Hocking Valley free of cost f. o. b. our works.
- 4 crank shafts, to be furnished by Hocking Valley free of cost f. o. b. our works.

Third. Any other work designated to be done in these cars shall be performed by the car company on the following basis:

(a) All direct labor charges shall be in accordance with approved schedules listed and described in Schedule B, attached and made a part hereof, and such additional schedules pertaining to operations performed at said shops as may be hereafter approved by the parties hereto and added to said Schedule B.

All piecework prices or other items in Schedule B are subject to modifications as may be hereafter agreed upon to cover omissions or inadequacies.

(b) To cover items of overhead expenses, etc., in connection with any work on these cars other than included in second section of this agreement, there shall be added an amount equal to 100 per cent of the total of direct labor as per item (a).

(c) Material furnished by the car company other than that included in Schedule A of second section of this agreement shall be charged for at the prices shown in Schedule C, attached and made a part thereof.

Items of material used on cars which do not appear in Schedule A of second section or Schedule C, attached hereto, at the time of execution hereof; shall be added to Schedule C and become a part thereof, at prices which shall be mutually agreed upon by railroad and car company.

(d) All items of material furnished the car company by the railroad shall be billed to car company at railroad stock prices and included in car company's bills on the same basis as any other material provided by the car company for repairs to those cars. The prices to be charged by the car company for this material shall be the same as billed against the car company by the railroad plus any freight, express, trucking, or other delivery charges.

(e) To the total of (a), (b), (c), and (d) 10 per cent shall be added to cover profit.

The totals of (a), (b), (c), (d), and (e) when added to the fixed charge per car as per item "A" of second section of this agreement, shall constitute the total charge for each car.

(f) The following formula will illustrate the method of billing:

1. Fixed charge as per item "A" of second section	\$1,092.22
2. Direct labor as per Schedule B	
3. 100 per cent of item (b) to cover overhead, etc.	
4. Value of material furnished by car company	
5. Value of material furnished by railroad	
Total	
6. 10 per cent of total of items 2, 3, 4, and 5 for profit	
Total	
Grand total	

Fourth. Material, other than lumber, removed from cars repaired under this agreement shall remain the property of railroad and be subject to their disposition; scrap or reclaimed material credits accruing to each car to be separately listed in car company's bill as determined by an authorized representative of the railroad.

Railroad may require car company to use salvage lumber in making repairs, in which event charges therefor shall be based upon the price per thousand feet for milling, as shown in schedule B attached hereto and made a part thereof.

Upon completion of cars repaired under this agreement railroad agrees to purchase from car company all reasonable surplus of material which is especially applicable to cars covered by this agreement.

For such material provided by the car company the prices shall be as stipulated in schedule C attached and made a part thereof.

For such material furnished car company by the railroad the prices shall be those at which the material was billed the car company by the railroad plus the delivery charges to car company's works and plus \$2 per ton for handling and loading.

Fifth. No work is to be performed except as authorized by railroad's representative or inspectors stationed at car company's shop, and railroad may furnish any number of representatives or inspectors deemed necessary, at its own expense. Such representatives shall designate parts of car to be renewed or repaired.

Character and quality of all materials and workmanship entering into the repairs or renewals shall be subject to inspection and acceptance by the railroad.

Upon completion of repairs all work performed and material used shall be listed by railroad representative and representative of car company. This list shall constitute approval of repairs as performed and authority for rendering bill to be submitted to inspector in charge for certification and approval.

Sixth. Bills shall be approved by authorized representative of railroad and shall be rendered as cars are shipped and payable within 30 days from date of shipment.

Seventh. Railroad hereby assumes all loss and damage by fire or other elements to said cars furnished hereunder that may happen or occur while said cars are in the possession, control, or upon the premises of car company.

Eighth. Railroad assumes responsibility for all costs, damage, and expense on account of royalties or alleged infringements of patents that may be incurred or imposed because of the use in these cars of any articles or design specified by the railroad.

Ninth. Cars to be repaired shall be delivered free by railroad on the tracks of car company and repaired cars received by railroad at that point. Car company is to commence delivering repaired cars at an average rate of 15 to 20 cars per working day, within approximately 75 working days, subject to receipt of materials, strikes, fires, accidents, or other causes of delay beyond the control of car company, and railroad shall deliver cars to car company in time to enable car company to make such deliveries.

Tenth. This contract is based upon existing freight rates, and should an increase in freight rates become effective during the life of this contract such increase will be an addition to the prices enumerated.

In witness hereof the parties hereto have caused this agreement to be executed in duplicate by their respective officers thereunto duly authorized the day and year first above written.

(Signed) By HOCKING VALLEY RAILWAY CO.,
GEO. W. STEVENS,
THE RALSTON STEEL CAR CO.,
(Signed) By F. E. SYMONS,
Vice President.

SCHEDULE B, BEING PART OF AGREEMENT BY AND BETWEEN THE HOCKING VALLEY RAILWAY CO. AND THE RALSTON STEEL CAR CO., DATED MAY 10, 1920.

List of labor prices to be charged on repairs to Hocking Valley Railroad general-service cars.

Rivets, cut	each	\$0.03
Rivets, except coupler rivets, fit and drive	do	.0675
Bolts, apply	do	.03
Holes, drilled through metal up to $\frac{3}{4}$ inch	do	.0275
Holes, drilled through metal $\frac{3}{4}$ inch or over	do	.0375
Coupler rivets, cut	do	.105
Coupler rivets, drive	do	.105
Rethreading bolts, $\frac{1}{2}$ inch to $\frac{3}{4}$ inch, inclusive	per 100 pieces	.60
Rethreading bolts, 1 inch to $1\frac{1}{4}$ inch, inclusive	do	1.00
Rethreading bolts, $1\frac{1}{4}$ inch to $1\frac{3}{4}$ inch, inclusive	do	1.50

Straightening parts.		On car.	Off car.
Side sill channel	each	\$6.50	\$3.75
Center sill top angles	do	2.60	
End sills	do	1.20	.95
Deep diaphragms	do	1.95	1.20
Bolster diaphragms	do	.75	.50
Inside stakes	do	.40	.25
End stake angle	do	.60	.35
End top angle	do	2.50	1.45
Top side angle	do		
Grab irons (all grab irons to be removed, straightened, and reapplied)	each	.035	.35
Brake mast support	do	.27	.12
Brake masts, rework	do	.25	
Striking castings	do	.55	.55
Straightening parts not specified above	hundred weight		1.25

Air brakes.

Clean cylinders	each	\$0.30
All other air-brake parts, such as pistons, triple valves, reducing valves, cut-out cocks, etc., to be returned to railroad for cleaning and repairing. Shipment of such parts to be f. o. b. our works when shipped and when returned.		

Truck repairs.

Shaking out waste and repacking boxes; no material included	per truck	\$0.50
Dismounting old wheels and axles (two wheels and one axle)	do	.75
Remount two old wheels on old axle	do	.90
Old axles turned in lathe	each	1.35
Wheels, bored, new	do	.20
Axles, turned, new	do	1.25
Mounting new wheels on new axles	pair	.50
Filing journals on old axles	do	.25

General.

Handling material to track	per car	\$10.00
Loading scrap to be returned to railroad	per net ton	2.00
Milling lumber, including salvaged lumber, per 1,000 feet, rough sizes	do	10.00

All other work to be performed at labor prices shown in Chesapeake & Ohio piecework schedule L-174, dated December 1, 1916, plus 35 per cent.

SCHEDULE C, BEING PART OF AGREEMENT BY AND BETWEEN THE HOCKING VALLEY RAILWAY CO. AND THE RALSTON STEEL CAR CO., DATED MAY 10, 1920.

List of material prices to be charged by car company.

Material.	Price.	Unit.	F. o. b.
Lumber, side and end planks, yellow pine, rough.	\$85.00	M ft.	Columbus.
Brake steps, oak	.50	Each	Do.
Cardboards, pine	.25	do	Do.
Forgings (not drop forgings)	.09	Pound	Do.
Castings, gray iron	.075	do	Do.
Castings, malleable iron	(1)	do	Do.
Castings, steel body center brace and body center plate	.106	Pound	Do.
Pressed-steel plates and shapes, sheared, punched, and pressed, ready to apply.	5.25	Hundred-weight	Do.
White lead	.16	Pound	Do.
Paint, mixed, for body and truck (thinned with Keolin)	1.75	Gallon	Do.
Steel pipe, $\frac{1}{2}$ -inch	.045	Foot	Do.
Steel pipe, 1-inch	.10	do	Do.
Steel pipe, 1 $\frac{1}{2}$ -inch	.145	do	Do.
Unions, standards, $\frac{1}{2}$ -inch	.29	Each	Do.
Unions, standard, 1-inch	.30	do	Do.
Unions, standard, 1 $\frac{1}{2}$ -inch	.36	do	Do.
Street ells, malleable, $\frac{1}{2}$ -inch	.054	do	Do.
Street ells, malleable, 1-inch	.123	do	Do.
Street ells, malleable, 1 $\frac{1}{2}$ -inch	.198	do	Do.
Plain ells, malleable, $\frac{1}{2}$ -inch	.054	do	Do.
Plain ells, malleable, 1-inch	.133	do	Do.
Plain ells, malleable, 1 $\frac{1}{2}$ -inch	.198	do	Do.
Wrought couplings, black, $\frac{1}{2}$ -inch	.069	do	Do.
Wrought couplings, black, 1-inch	.123	do	Do.
Wrought couplings, black, 1 $\frac{1}{2}$ -inch	.163	do	Do.
Machine bolts, $\frac{3}{4}$ by 4 inch and smaller, standard list	(2)	do	Pittsburgh.
Machine bolts, larger and longer, standard list	(2)	do	Do.
Bolts, not listed (to be determined)		do	Do.
Rivets, all sizes	.05	Pound	Pittsburgh.
Nuts, tapped, all sizes, hexagon	.105	do	Columbus.
Nuts, tapped, all sizes, square	.09	do	Do.
Washers, all sizes	.085	do	Do.
Cotters	.37	Each	Do.
Brake chain	.115	Pound	Do.
Brake shoe keys	.078	do	Do.
Brake cylinder lubricant	.16	do	Do.
Bartley nut locks	(3)	do	Pittsburgh.
Tees with female union, $\frac{1}{2}$ -inch	.61	Each	Columbus.
Tees with female union, 1-inch	.33	do	Do.
Unit grip nuts, all sizes	(3)	do	Chicago.
Reducing bushings, $\frac{1}{2}$ to 1 inch	.067	Each	Columbus.
Reducing ells, $\frac{1}{2}$ to 1 inch	.17	do	Do.
Wood screws, 1-inch No. 10	.025	Doren	Do.
Split keys, all sizes	.15	Each	Do.
Gaskets, leather, $\frac{1}{2}$ -inch	.025	do	Do.
Gaskets, leather, 1-inch	.017	do	Do.
Gaskets, leather, 1 $\frac{1}{2}$ -inch	.034	do	Do.
Kerosene for cleaning	.067	do	Do.
Grease	.22	Gallon	Do.
Pipe fitting compound	.09	Pound	Do.
Rags for cleaning	.19	do	Do.
	.15	do	Do.

¹ To be furnished by railroad.

² 40 per cent off list.

³ 30 per cent off list.

⁴ List plus 20 per cent.

⁵ List plus 15 per cent.

SCHEDULE D, BEING PART OF AGREEMENT BY AND BETWEEN THE HOCKING VALLEY RAILWAY CO. AND THE RALSTON STEEL CAR CO., DATED MAY 10, 1920.

Material to be furnished by the Hocking Valley Railroad: Air-brake hose; air-brake parts; axles; bolsters, body; bolsters, truck; brake beams; brake shoes; castings, malleable, including hinges and hinge bearings; castings, cast steel; crank shafts, four per car; couplers; coupler knuckles; coupler yokes; coupler release rigging; draft gears; journal bearings; journal boxes; journal wedges; journal-box lids; journal-box packing, saturated; side bearings; springs; truck frames; wheels; wheels on axles, mounted.

APOLOGIES OF RAILROAD PRESIDENTS.

"WHY THE FRISCO PLACED OUTSIDE CONTRACTS FOR REPAIRS OF LOCOMOTIVES AND CARS."

[Extract from Railway Review of Jan. 22, 1921 (pp. 128-130).]

President James M. Kurn, of the Frisco system, has given out the following interview:

"Recently certain of the railroad labor unions have made the charge—which has received widespread comment in the press—that the executive officers of some of the American railroads have contracted with car manufacturers, as well as certain of the locomotive building companies, for the repair or rebuilding of some of their locomotives and cars, with the prime object of forcing unemployment of the members of certain of the railroad labor unions. This complaint has carried with it the charge, either direct or by innuendo, that the railway officers or directors have profited, are profiting, or will profit in a direct personal way as a result of making these repair contracts with outside shops. The further charge is made that the cost of repairs in these outside shops is greater than the repair costs which would have been incurred had the work been undertaken in the railway companies' own shops. Speaking directly for the property which I have in charge, I want to say positively and emphatically that not a single one of these charges has the slightest foundation in fact.

"It is due the general public, in whose service the revenues of the railway carriers are entirely earned, that the true situation should be made plain, and I hope this article will be given the widest publicity. I stand ready to substantiate fully every statement made by me in this interview. Everyone knows that up to a few weeks ago the crying need of American business was for more transportation, and still more transportation. The railroads did not have enough freight cars of any class to supply the insistent demand of the shipping public, nor did they have enough serviceable locomotives to furnish an adequate amount of efficient freight transportation to meet the country's pressing business needs. The causes underlying this situation have been discussed over and over in the press of the entire country. Everyone knows that freight-car construction had been practically at a standstill for some years, and that the cars constructed under the auspices of the United States Railroad Administration did not even replace the equipment that had been lost and dismantled in the ordinary processes of operation of the railways during the last few years. This is also true of the locomotive equipment of the carriers. On the return of the railways to private operation on March 1, 1920, freight-car equipment of the entire country was in a deplorable state and sadly in need of heavy repairs. This was true also of locomotives. When the Director General of Railroads relinquished the railways for private operation by their owners on March 1, 1920, the number of bad-order cars on Frisco rails was 5.06 per cent of the total.

"At the end of Federal control the Frisco had 189 locomotives undergoing repairs in its shops or awaiting shop. It had also, at the end of Federal control, many locomotives in service which should have been relieved for shopping, but which, owing to the volume of business offering for transportation, had to be kept in service in a semidefective condition. The most vital part of a locomotive, from a repair standpoint, is its firebox and boiler. During the three years immediately preceding Federal control the Frisco had applied an average of 109 fireboxes, coupled with general overhauling of boilers and flues, per annum. During Federal control the Director General of Railroads applied to Frisco locomotives an average of but 27 fireboxes per annum, and when it is considered that the firebox and boiler repair work on a locomotive constitutes in excess of 50 per cent of its usual total repair cost, the defective state in which the Frisco's motive power was turned back to it by the Railroad Administration should be apparent even to the layman. Facing this serious condition of defective freight cars and locomotives, it behooved this company to make the most strenuous efforts and to avail itself of every possible resource at its command to get this motive power and freight car equipment into condition to properly serve the public.

"Just at the beginning of Federal control we purchased 60 large Santa Fe type locomotives and 10 large Pacific type passenger engines. During Federal control we purchased from the Government 33 large Mikado type freight engines, 10 decapod type freight engines, and 7 large switch engines. We also purchased from the Government 4,500 freight cars and have just purchased 10 additional decapod type freight engines. Notwithstanding this, March 1, 1920, found this company with insufficient serviceable motive power and freight car equipment to properly serve its patrons.

"Prior to Federal control the car repair men employed by this company were paid upon a piecework basis. The director general abolished piecework, and the resultant loss in efficiency as measured in terms of production per man was very great. This can best be illustrated by saying that in the Frisco's most modern car repair plant at Springfield, Mo., just prior to Federal control the average time consumed in completely overhauling a box car was 137 man hours. During the past several months it has taken 348 man hours to accomplish the same amount of work.

"In the early days of Federal control the United States having become a participant in the World War, shipbuilding, munition plants, and other war activities offering rates of pay in excess of those the railroads were paying or could afford to pay, drew heavily upon mechanical forces of this company and we lost many of our old and most skilled mechanics. Many of these men we have not yet been able to replace with mechanics of corresponding ability. The supply of car repair labor since the termination of Federal control has been materially cut down by the national agreement made between the Director General of Railroads and the carmen's labor union, which provides that the railway companies can not employ a carman until he has had at least four years' experience or served an apprenticeship of the same length.

"In my judgment, and I think that of all other railroad executives this period of four years' training as a qualification necessary and a condition precedent to employment of car-repair labor is entirely too lengthy and unnecessary. Prior to Federal control, we were able to take raw material, in the shape of car-repair helpers, and make good car-repair men out of them in a few months. This rule, agreed to by the director general, is still in force under the national agreement which he promulgated, and has materially cut down the available supply of car-repair labor. This, together with the abolition of piecework schedules as a basis of pay, had materially reduced the output of the Frisco's own repair shops, and in order to get our cars in shape and overcome the defective condition in which we received them back from the Railroad Administration it was imperatively necessary to call

upon outside manufacturing shops for help. In our locomotive repair shops output has decreased and efficiency fallen away during the Federal control period, and this condition we also inherited with the return of our property to us.

"Careful consideration of this whole situation forced upon the executive officers of this property the conclusion that we must secure outside help to get our equipment into serviceable condition. We therefore made a contract with the American Car & Foundry Co. for the repair and general overhauling, and, in fact, complete rebuilding of 1,500 box cars at its Memphis, Tenn., plant; similarly we made a contract with the Sheffield Car & Equipment Co., of Kansas City, to rebuild 500 box cars. We contracted with the Pittsburg Locomotive & Boiler Works, Pittsburg, Kans., to completely overhaul 10 engines, and with the Kansas City, Mexico & Orient Railway Co. to completely overhaul 15 engines in its shops at Wichita, Kans.

"No officer of this company has one cent's worth of investment in the American Car & Foundry Co., Sheffield Car & Equipment Co., Pittsburg Boiler & Locomotive Works, or the Kansas City, Mexico & Orient Railway, or any interest whatsoever in the profits of these concerns from the contracts made with the Frisco, or in any other of their profits. I have stated the pressing need for equipment repairs, which first convinced me of the necessity for getting some of our equipment overhauled in contract shops. Now, as to the charge, made without any knowledge of the facts, that this contract work has been more costly than the same work would have been if done by this company's own employees. The work done in the contract shops has cost and is costing less than similar work in our own shops, which in itself is a complete justification for doing the work in outside shops, leaving out of consideration entirely the country's need to have the repairs of this class of equipment speeded up to the limit.

"Claim has been made that the car and locomotive builders doing this contract work made large profits on material. This is absolutely false. Practically all of the material used in repairing this company's equipment in the contract shops referred to was furnished by the railway company itself and charged into the cost of repairs at its actual cost to the railway company. One reason for decreased efficiency of railway employed shop forces has been the well-defined tendency on the part of labor to cut down production. These things are naturally hard to put one's finger upon with definite precision, but there are occasionally definite indications of these conditions which come to the surface.

"Recently the head of the local body of one of the metal craft labor organizations, at a large shop plant on this property, at a meeting of his lodge, preferred charges against some of the members for having produced too great an output. Physical violence was resorted to in thrashing out this controversy among the lodge members, with the result the matter was brought to our attention. Pains were taken to have this occurrence verified. This is just mentioned in passing as an indication of the policy which is being followed by some branches of the shop crafts. Several officers of this company have recently noticed, on various occasions, in our shops, appeals to the employees chalked on the walls and elsewhere calling upon them to cut down production. These things need no comment—they speak for themselves.

"Recently there has been a decided slump in the volume of freight traffic, due to the business depression which is affecting the entire country. As a result, it has been necessary to materially reduce the forces employed in the company's shops. This has evoked criticism, and it has been pointed out that these force reductions were made regardless of the fact that the company has contracted work (repair work) to outside shops. It only needs to be said in this connection that the reduction was absolutely necessary in view of declining business and that it was not possible to cancel the contracts referred to when the slump in business occurred. The Interstate Commerce Commission has taken official notice of the charges made by certain representatives of the labor organizations and has indicated its intention to conduct a complete and thorough investigation. So far as this company is concerned, had the commission not taken this step, we should ourselves have urgently requested that they undertake such an investigation so that the public would have full information as to the real facts. The whole truth in the matter will presently be ascertained by the Interstate Commerce Commission and the public advised by that body as to the facts, which, when disseminated will be found to absolutely substantiate all of the statements made in this interview, because it is our firm purpose to see that every phase of the controversy is presented to the commission in the minutest detail."

OUTSIDE REPAIRS OF LOCOMOTIVES AND CARS.

[Extract from Railway Review of Jan. 22, 1921 (pp. 146-147).]

S. M. Felton, president of the Chicago Great Western Railroad, authorizes the following statement:

"With reference to charges recently made by the spokesmen of the railroad brotherhoods regarding alleged waste of money by the railroad companies through having locomotives and cars repaired in the plants of equipment manufacturers, the following are the facts: First, when the railways were returned to private operation on March 1 they were confronted with the necessity of handling an unprecedentedly large freight business. As a result of hard usage and inadequate maintenance, an abnormal number of their locomotives and cars needed heavy repairs to enable them to handle the large freight business. Second, while the amount of repairs of equipment needed was unprecedentedly large, the capacity of their shops for making repairs was actually less than in former years. This was due chiefly to the establishment of the 8-hour day, to the abolition of piecework, to shortage of labor, and to other causes for which the railway companies were not responsible. The railway companies worked their shops to the limit of their capacity, in most cases running 10 hours a day, which made it necessary for them to pay large amounts for overtime. Some of them were unable, however, to do in their own shops all the repair work required, and they gave this surplus work to outside plants. Third, the amount of this surplus work given to outside plants was relatively very small. The spokesmen of the labor brotherhoods charged the railways of the entire country had 617 locomotives repaired in outside plants. The railways have over 65,000 locomotives. Therefore the number mentioned by spokesmen of the railroad brotherhoods, even if correct, which I doubt, is less than 1 per cent of the total number of locomotives. The spokesmen of the railway brotherhoods criticize because, as they charge, 30,000 cars were given to outside plants to repair. The railways have 2,400,000 freight cars, and therefore the number mentioned is less than 1.3 per cent of the total number of freight cars. The amount of work given to outside shops was extremely small compared to the amount of repair work done in the shops of the railways. This repair work was given to outside plants only when the demands of traffic were extraordinarily large and when it was regarded as impera-

tive to get the available equipment into shape as rapidly as possible. The orders for repairs in outside plants were rapidly reduced or canceled when the freight business began to decline. Reductions in their shop forces which many railways have made recently, like reductions in repair work given to outside plants, have been due to the decline in freight business and not to motives attributed to the railways by spokesmen of the brotherhoods. The entire subject of repairs to equipments is to be investigated by the Interstate Commerce Commission, and the facts presented at that investigation will substantiate all that I have said in this statement."

EXHIBIT III.

GROWTH OF UNEMPLOYMENT IN THE RAILROAD INDUSTRY.

[Presented by the railway employees' department, American Federation of Labor, and its affiliated organizations at the hearing on rules and working conditions before United States Railroad Labor Board, Chicago, Ill., 1921.]

LAY OFFS BY MONTHS.

The following table shows by months the lay offs as they have affected shop forces on various roads, as reported to us directly or as shown in previous reports. In certain instances where lay offs have been reported for all employees, it has been necessary to estimate the work of shop employees affected. Such estimates are noted.

These figures show lay offs totaling approximately 50,000 railroad employees employed; the maintenance of equipment. This figure is undoubtedly far short of the total number affected by the lay-off policy of the roads.

The figures show that largest number of shopmen were laid off in November and December. In each of these months there were laid off approximately 30 per cent of the total number of men laid off where it has been possible to fix the date when the lay offs occurred. Sixty per cent of all the lay offs which it has been possible to allocate to various months occurred in November and December. This fact will be referred to later when the reduction in traffic is under consideration. In general this unusually high total of lay offs demonstrates the existence of what constitutes a virtual lockout.

The table is shown graphically in the accompanying chart. (Not printed.)

Lay offs of shop forces.

[By months.]

1920:	
April—	
Denver & Rio Grande	1
May—	
New York Central	129
Pennsylvania	37
Total	166
July—	
Alabama, Tennessee & Northern	2
Baltimore & Ohio	39
New York Central	26
Pennsylvania (estimated on the basis of total number laid off, including all occupations)	5,000
Total	5,067
August—	
Central Vermont	32
Chicago, Burlington & Quincy	1
Missouri, Kansas & Texas	24
Western Maryland	2
Total	59
September—	
Baltimore & Ohio	3
Central Vermont	27
Chicago, Burlington & Quincy	3
Erie Railroad	141
International & Great Northern	145
Michigan Central	45
Missouri, Kansas & Texas	81
New York Central	8
Norfolk Southern	10
Western Maryland	2
Total	465
October—	
Ann Arbor	91
Atlanta, Birmingham & Atlantic	28
Baltimore & Ohio	17
Central of Georgia	4
Chicago & Alton	3
Chicago, Burlington & Quincy	13
Chicago Great Western	34
Chicago, Milwaukee & St. Paul	188
Denver & Rio Grande	21
Erie Railroad	2
Lehigh Valley	143
Michigan Central	249
Nashville, Chattanooga & St. Louis	50
New York Central	670
Norfolk Southern	11
Pennsylvania	8
Philadelphia & Reading	500
Pullman Co.	4
Southern Pacific	184
Spokane, Portland & Seattle	2
Wabash Railway	696
Total	2,918

1920—Continued.

November—

Atlanta, Birmingham & Atlantic	29
Baltimore & Ohio	579
Boston & Albany	123
Central of Georgia	61
Central Vermont	5
Chicago & Alton	6
Chicago, Burlington & Quincy	22
Chicago, Indianapolis & Louisville	150
Chicago, Milwaukee & St. Paul	1,482
Erie	499
Georgia & Florida	7
Georgia	60
Green Bay & Western	10
Lehigh Valley	1
Louisville & Nashville	3
Nashville, Chattanooga & St. Louis	467
New York Central	1,996
New York, New Haven & Hartford	5,000
Norfolk Southern	12
Northern Pacific	31
Pennsylvania (estimated on the basis of total number laid off, including all occupations)	3,467
Pere Marquette	156
Pullman Co.	7
San Antonio, Uvalde & Gulf	25
Southern Pacific	276
Spokane, Portland & Seattle	35
Virginian Railway	22
Western Pacific	153
Total	15,083

December—

Alabama, Tennessee & Northern	8
Atlanta, Birmingham & Atlantic	96
Atlanta Joint Terminal	13
Baltimore & Ohio	960
Boston & Albany	400
Central Vermont Railway	1
Chicago & Alton	17
Chicago & North Western	725
Chicago, Burlington & Quincy	1,582
Chicago Great Western	3
Chicago, Milwaukee & St. Paul	886
Cleveland, Cincinnati, Chicago & St. Louis	901
Detroit & Mackinac	26
Erie Railroad	1,304
Great Northern	2,295
Green Bay & Western	10
Louisville & Nashville	4
Michigan Central	708
New York Central	2,207
New York, Chicago & St. Louis	29
Norfolk Southern	94
Northern Pacific	18
Pennsylvania	333
Pullman Co.	69
Southern Pacific	1,566
Southern Railway System	6
Spokane, Portland & Seattle	14
Western Maryland	35
Total	14,313

1921:

January—

Atchison, Topeka & Santa Fe	265
Baltimore & Ohio	614
Bangor & Aroostook	8
Chicago, Indianapolis & Louisville	375
Denver & Rio Grande	89
Erie Railroad	7
Florida East Coast	100
International & Great Northern Railway	84
Lehigh & New England	210
Nashville, Chattanooga & St. Louis	307
New York Central	686
Northern Pacific	16
Pennsylvania	150
Southern Pacific	1
Trinity & Brazos Valley	35
Total	2,927

Indefinite dates (additional).

1920:

July to November—

New York Central	4
July to December—	
Chicago, Burlington & Quincy	517
Gulf, Mobile & Northern	180
Missouri & Northern Arkansas	13
New York Central	19
Total	729

July, 1920, to January, 1921—

Bangor & Aroostook	16
Illinois Central	5,840
Total	5,856

Since July 1—

Baltimore & Ohio	42
Denver & Rio Grande	2
Missouri, Kansas & Texas	26
New York, Chicago, & St. Louis	2
Total	72

1920—Continued.

August to December—	
Seaboard Air Line	826
Since Sept. 1—	
Norfolk Southern	203
October and November—	
Cleveland, Cincinnati, Chicago & St. Louis	1,213
November and December—	
Erie Railroad	71
No date—	
Atlanta, Birmingham & Atlantic	6
Central of Georgia	224
Chicago & Alton	1
Delaware, Lackawanna & Western	17
Grand Trunk Railway	254
Lehigh Valley Railroad	63
Northern Pacific	46
Pullman Co.	125
Total	736
Grand total	50,709

LAY OFFS BY ROADS.

The following lay offs tabulated by roads make it possible in a supplemental list with figures which can not be allocated to definite months. These figures bring the total of lay offs to approximately 70,000 shopmen.

In addition certain important roads are selected to show the general distribution of lay offs. In this connection the lay offs on the Pennsylvania are particularly interesting as they show a percentage of the workers employed at the points indicated running well over 30 per cent.

The tables follow:

Lay offs of shop forces.

[By roads.]

NOTE.—The figures given below have been compiled from reports made to the railway employees department, or published in the public press. It has been impossible to secure complete reports as to all lay offs during the period covered. The actual number laid off is undoubtedly considerably larger than these figures show.

Alabama, Tennessee & Northern:	
July	2
December	8
Total	10
Ann Arbor:	
October	91
Atchison, Topeka & Santa Fe:	
January, 1921	265
Atlanta, Birmingham & Atlantic:	
October	28
November	29
December	96
No date	6
Total	159
Atlanta Joint Terminal:	
December	13
Baltimore & Ohio:	
July	39
September	3
October	17
November	665
December	874
January, 1921	614
Since July 1, 1920	42
Total	2,254
Banger & Aroostook:	
July to January (inclusive)	16
January	8
Total	24
Boston & Albany:	
November	123
December	400
Total	523
Central of Georgia:	
October	4
November	61
No date	224
Total	289
Central Vermont:	
August	32
September	27
November	5
December	1
Total	65
Chicago & Alton:	
October	3
November	6
December	17
No date	1
Total	27

Chicago & North Western:	
December	725
Chicago, Burlington & Quincy:	
August	1
September	3
October	13
November	22
December	1,582
July to December (inclusive)	517
Total	2,138
Chicago Great Western:	
October	34
December	6
Total	40
Chicago, Indianapolis & Louisville:	
November	150
January, 1921	375
Total	525
Chicago, Milwaukee & St. Paul:	
October	188
November	1,482
December	886
Total	2,556
Cleveland, Cincinnati, Chicago & St. Louis:	
October and November	1,213
December	901
Total	2,114
Delaware, Lackawanna & Western:	
No date	17
Denver & Rio Grande:	
April	1
October	21
January, 1921	89
Since July 1	2
Total	113
Detroit & Mackinac:	
December	26
Erie Railroad:	
September	141
October	2
November	495
November and December	71
December	1,304
January, 1921	7
Total	2,024
Florida East Coast:	
January, 1921	100
Georgia & Florida:	
November	7
Georgia Railroad:	
November	60
Grand Trunk:	
No date	254
Great Northern:	
December	2,295
Green Bay & Western:	
November	10
December	10
Total	20
Gulf, Mobile & Northern:	
July to December (inclusive)	180
Illinois Central:	
July to January	5,840
International & Great Northern:	
September	145
January, 1921	84
Total	229
Lehigh & New England:	
January, 1921	210
Lehigh Valley Railroad:	
October	143
November	1
No date	63
Total	207
Louisville & Nashville:	
November	3
December	4
Total	7

Michigan Central:		Trinity & Brazos Valley:	
September	45	January, 1921	35
October	249		
November	399	Virginian Railway:	
December	708	November	22
Total	1,401		
Missouri & North Arkansas:		Wabash Railway:	
July to December	13	October	696
Missouri, Kansas & Texas:			
August	24	Western Maryland:	
September	81	August	2
Since July 1	26	September	2
Total	131	December	35
Nashville, Chattanooga & St. Louis:		Total	39
October	50	Western Pacific:	
November	467	November	153
January, 1921	307		
Total	824	Supplemental list of lay offs as reported up to Jan. 31, 1921.	
New York Central:		Ann Arbor Railroad	14
May	129	Atchafalaya, Topeka & Santa Fe	62
July	26	Baltimore & Ohio	957
September	8	Buffalo, Rochester & Pittsburgh	966
October	670	Chicago & Eastern Illinois	89
November	1,996	Chicago Great Western	135
December	2,267	Chicago, Milwaukee & St. Paul	8
July to November	4	Chicago, Rock Island & Pacific	14
July to December	19	Cincinnati, Indianapolis & Western	244
January, 1921	666	Cleveland, Cincinnati, Chicago & St. Louis	67
Total	5,725	Chesapeake & Ohio	7
New York, Chicago & St. Louis:		Florida East Coast Railway	20
December	29	Macon, Dublin & Savannah	20
Since July, 1920	2	Michigan Central	147
Total	31	Missouri & Northern Arkansas	56
New York, New Haven & Hartford:		Missouri Pacific	46
November	5,000	Nashville, Chattanooga & St. Louis	58
Norfolk Southern:		New York Central	335
September	10	Norfolk & Western (Press)	2,000
October	11	Pullman Co.	1,200
November	12	St. Louis & San Francisco	47
December	94	St. Louis Southwestern Railway	315
Since Sept. 1	203	Southern Pacific	95
Total	330	Southern Railway	536
Northern Pacific:		Spokane, Portland & Seattle	49
November	31	Washington Terminal Co.	14
December	18	Western Maryland	102
January, 1921	16		
No date	46	Total	7,623
Total	111		
Pennsylvania:		Press reports additional to reports received:	
May	37	Chicago, Burlington & Quincy	2,590
July (estimated on the basis of total number laid off, including all occupations)	5,000	Chicago, Milwaukee & St. Paul	2,500
October	8	Chicago & North Western	6,000
November (estimated on the basis of total number laid off, including all occupations)	3,467	Chicago & Alton	400
December	333	Total	11,400
January, 1921	150	Grand total	19,023
Total	8,995		
Pere Marquette:		Lay offs of shop forces on New York Central Railroad.	
November	156	{By months.}	
Philadelphia & Reading:		NOTE.—The following abbreviations have been used for shop crafts:	
October	500	Blk.—blacksmiths; Bol.—boiler makers; C.—carmen; Elec.—electricians; M.—machinists; Sh. M. W.—sheet metal workers.	
Pullman Co.:			
October	4		
November	7		
December	69		
No date	125		
Total	205		
San Antonio, Uvalde & Gulf:			
November	25		
Seaboard Air Line:			
August to December	826		
Southern Pacific:			
October	184		
November	276		
December	1,566		
January, 1921	1		
Total	2,027		
Southern Railway:			
December	6		
Spokane, Portland & Seattle:			
October	2		
November	35		
December	14		
Total	51		

Lay offs of shop forces on New York Central Railroad—Continued.

Date.	Points.	Crafts.	Number.	Monthly total.
1920.				
Shortly before Nov. 1.	Albany, N. Y.	Sh. M. W.	11	
Do.	do.	C.	97	
Do.	do.	Blk.	12	
Do.	do.	Elec.	1	
Do.	Collinwood, Ohio.	Sh. M. W.	16	
Do.	do.	Elec.	1	
Do.	Chicago.	C.	1	
Do.	Oswego, N. Y.	Blk.	4	
Do.	Toledo.	C.	2	
Do.	Oswego, N. Y.	C.	32	
Do.	do.	Sh. M. W.	1	
Do.	Jersey Shore, Pa.	Blk.	3	
Do.	do.	C.	36	
Do.	do.	E.	1	
Do.	Elkhart, Ind.	Blk.	4	
Do.	do.	M.	32	
Do.	do.	Boi.	17	
Do.	do.	Elec.	10	
Do.	do.	C.	9	
Do.	do.	Laborers.	9	
Do.	Niagara Falls.	C.	3	
Do.	Lyons, N. Y.	C.	10	
Nov. 1.	Elkhart.	M.	18	
1.	Poughkeepsie.	C.	2	
1.	New Durham.	Blk.	2	
1.	Malone, N. Y.	Boi.	1	
1.	Peru, Ind.	Boi.	1	
2.	East St. Louis.	C.	5	
Shortly before Nov. 4.	Buffalo, N. Y.	C.	46	
Do.	Cleveland.	Sh. M. W.	14	
Nov. 5.	Peru, Ind.	Boi.	2	
6.	East St. Louis.	C.	1	
8.	do.	C.	1	
8.	Kalamazoo.	Boi.	2	
9.	Peru, Ind.	Blk.	2	
9 (about).	Karner.	Shop & Yd.	75	
9.	West Albany.	Shops.	43	
Shortly before Nov. 10.	Oswego, N. Y.	Blk. Loco.	2	
Do.	do.	Blk. Car.	2	
Nov. 10.	Avis, Pa.	Blk.	5	
10.	Elkhart.	C.	6	
12.	Kankakee.	C.	1	
12.	do.	Boi.	2	
12.	do.	M.	5	
13.	Malone Junction.	C.	8	
13.	do.	Laborers.	12	
13.	Elkhart.	Boi.	12	
14 (about).	Lima, Ohio.	Sh. M. W.	2	
15.	Norwood, N. Y.	C.	8	
15.	Malone Junction.	C.	7	
15.	do.	Blk.	1	
15.	North Syracuse and Minoa.	C.	40	
15.	Newberry, Pa.	C.	5	
15.	West Albany.	Shop forces.	400	
15.	do.	C.	179	
15.	do.	Sh. M. W.	2	
15.	do.	Elec.	7	
15.	do.	Blk.	7	
15.	do.	M.	6	
15.	Kingston, N. Y.	C.	59	
15.	Rochester, N. Y.	C.	20	
15.	Rochester depot.	Car clnrs.	4	
15.	Elkhart.	Blk.	4	
15.	do.	N.	26	
15.	East Buffalo.	C.	3	
15.	Niagara Falls.	C.	13	
15.	Tipton, Ind.	C.	5	
16.	Collinwood.	M.	84	
16.	North White Plains, N. Y.	C.	9	
16.	Brewster, N. Y.	C.	9	
16.	Yonkers.	C.	1	
16.	Avis, Pa.	Boi.	16	
16.	Carthage, N. Y.	C.	4	
16.	Harmon, N. Y.	C.	5	
16.	Sixty-fifth Street.	C.	16	
16.	High Bridge.	C.	2	
16.	Mott Haven, N. Y.	C.	17	
16.	Oswego.	C.	19	
16.	Tipton, Ind.	C.	8	
16.	Jersey Shore, Pa.	Elec.	2	
16.	Kankakee.	Boi.	4	
16.	Depew.	M.	46	
16.	Adrian, Mich.	C.	25	
17.	Jersey Shore.	C.	40	
17.	Englewood.	C.	18	
17.	do.	Store Dept. laborers.	20	
17.	East Buffalo.	C.	58	
17.	Gardenville.	C.	9	
17.	West Bourne.	C.	53	
17.	Worcester.	Boi.	2	
Shortly before Nov. 17.	Jersey Shore.	Blk.	7	
Nov. 18.	Lyons, N. Y.	C.	11	
18.	Gordonville.	C.	1	
20.	Malone Junction.	C.	2	
21.	Kalamazoo.	Boi.	3	
Shortly before Nov. 22.	West Albany.	M.	37	
Nov. 23.	Mott Haven.	C.	4	
23.	Grand Central.	C.	13	

Lay offs of shop forces on New York Central Railroad—Continued.

Date.	Points.	Crafts.	Number.	Monthly total.
1921.				
Nov. 23.	Genesee Junction.	C.	2	
24.	Rochester depot.	Car cleaners.	4	
Prior to Nov. 24.	Kalamazoo.	Boi.	5	
Nov. 26.	Tipton, Ind.	C.	44	
26.	Peru, Ind.	C.	50	
26.	Lima, Ohio.	C.	113	
26.	Muncie, Ind.	C.	26	
26.	Corning, N. Y.	Blk.	1	
26.	Tipton, Ind.	Blk.	3	
26.	Peru, Ind.	Boi.	11	
26.	Adrian, Mich.	C.	1	
27.	Malone, N. Y.	Boi.	1	
27.	Kalamazoo.	Boi.	3	
During 4 weeks ending Nov. 27.	West Albany.	Sh. M. W.	13	
Nov. 28.	Collinwood, Ohio.	Sh. M. W.	8	
During 4 weeks ending Nov. 28.	East Buffalo.	C.	25	
Do.	Elkhart.	C.	5	
Do.	Jackson, Mich.	Boi.	43	
Do.	West Shore.	C.	13	
Do.	Corning, N. Y.	C.	19	
Nov. 30.	do.	Blk.	1	
30.	Tipton.	Boi.	2	
Dec. 2.	Elkhart.	M.	36	
2.	do.	C.	5	
2.	do.	Boi.	6	
6.	do.	Sh. M. W.	1	
10.	Kingston, N. Y.	Blk.	2	
10.	do.	C.	14	
10.	Corning, N. Y.	Blk.	2	
10.	do.	C.	30	
10.	Avis, Pa.	Blk.	6	
10.	Albany, N. Y.	C.	146	
10.	Niagara Falls.	C.	16	
11.	Rochester.	C.	24	
11.	V. I. Branch.	C.	2	
11.	West Shore.	C.	3	
11.	Gardenville.	C.	24	
11.	Lyons, N. Y.	C.	24	
11.	East Buffalo.	C.	86	
11.	Oswego.	C.	53	
11.	Mott Haven.	C.	21	
14.	Grand Central.	C.	7	
15.	West Bourne.	C.	8	
15.	West Shore.	C.	6	
15.	Elkhart.	M.	1	
15.	Air Line Junction, Ohio.	C.	500	
15.	Mott Haven.	C.	5	
15.	High Bridge.	C.	1	
16.	Dyrew, N. Y.	M.	51	
16.	William Street Yards.	C.	1	
17.	V. I. Branch.	C.	6	
18.	Elkhart.	Sh. M. W.	2	
18.	do.	M.	2	
20.	do.	M.	2	
22.	Lyons, N. Y.	C.	16	
22.	Elkhart.	M.	2	
23.	Oswego.	C.	221	
23.	East Buffalo.	C.	210	
23.	West Albany.	Sh. M. W.	143	
23.	Elkhart.	M.	2	
24.	H. C. Yards.	C.	1	
24.	East Buffalo.	C.	21	
24.	West Shore.	C.	1	
27.	Kingston, N. Y.	Sh. M. W.	2	
27.	Tipton.	C.	42	
27.	do.	Blk.	3	
27.	Kingston.	C.	23	
27.	do.	M.	2	
27.	do.	Blk.	30	
During 4 weeks ending Dec. 27.	Weehawken.	C.	90	
Dec. 28.	Kankakee.	C.	102	
28.	Elkhart.	M.	2	
29.	do.	Eng. dept.	13	
29.	do.	Blk.	5	
During 4 weeks ending Dec. 31.	Hobson.	C.	134	
Dec. 31.	Englewood.	C.	90	
July 1 to Nov. 16.	Lima, Ohio.	C.	4	
July 1 to Dec. 17.	Utica, N. Y.	E.	19	
1921.				
Jan. 1.	McKees Rock.	M.	308	
5.	East Syracuse and Minoa.	C.	4	
9.	do.	C.	8	
13.	Ogdensburg.	C.	3	
13.	East Syracuse and Minoa.	C.	172	
15.	New Durham and Weehawken.	M.	92	
15.	do.	Laborers.	5	
15.	do.	Car cleaners.	11	
15.	Englewood.	C.	49	
15.	do.	Blk.	5	
15.	do.	M.	3	
16.	Utica, N. Y.	M.	16	
Total.				5,725

1,993

2,207

23

665

Lay offs of shop forces on Michigan Central Railroad.

[By months.]

NOTE.—The following abbreviations have been used for shop crafts: Blk.—blacksmiths; Bol.—boiler makers; C.—carmen; Elec.—electricians; M.—machinists; Sh. M. W.—sheet metal workers.

Date.	Point.	Crafts.	Number.	Monthly total.
1920.				
Sept. 20.	Detroit.	C.	6	
23.	Windsor, Ontario.	C.	17	
24.	Bridgebury, Canada.	C.	8	
24.	Niagara Falls, Ontario.	C.	14	
Oct. 4.	do.	C.	1	45
17.	Detroit.	C.	6	
19.	do.	M.	8	
19.	Jackson, Mich.	Blk.	11	
19.	do.	Bol.	16	
19.	Detroit.	Bol.	2	
19.	Jackson.	Sh. M. W.	6	
19.	St. Thomas, Ontario.	C.	46	
19.	Jackson, Mich.	M.	35	
19.	Bay City, Mich.	M.	6	
19.	St. Thomas, Ontario.	M.	44	
27.	Windsor, Ontario.	C.	6	
27.	Bridgebury, Canada.	C.	2	
27.	Detroit.	C.	18	
30.	West Detroit.	C.	41	
Nov. 2.	Detroit.	M.	5	249
2.	Bay City, Mich.	M.	6	
4.	West Detroit.	C.	20	
4.	Grayling, Mich.	C.	4	
5.	Niagara Falls, Ontario.	C.	1	
6.	Detroit.	C.	5	
7.	do.	C.	9	
10.	Bay City.	M.	6	
10.	Detroit.	M.	9	
10.	Windsor, Ontario.	C.	9	
10.	Niagara Falls, Ontario.	C.	2	
10.	Bridgebury, Ontario.	C.	3	
17.	do.	C.	2	
17.	West Detroit.	C.	39	
18.	Detroit.	C.	6	
20.	Grayling, Mich.	C.	1	
22.	Bay City, Mich.	M.	7	
22.	Detroit, Mich.	M.	3	
22.	St. Thomas, Canada.	Blk.	8	
22.	Jackson, Mich.	Blk.	16	
22.	do.	Bol.	42	
22.	Michigan City.	Bol.	4	
22.	Detroit.	Bol.	2	
22.	St. Thomas, Ontario.	Bol.	10	
22.	Kalamazoo.	Bol.	5	
22.	Battle Creek.	C.	9	
22.	Detroit.	Elec.	1	
22.	Jackson.	Elec.	1	
22.	do.	M.	80	
22.	West Detroit.	C.	50	
23.	Bridgebury, Canada.	C.	2	
23.	Detroit.	C.	5	
25.	do.	C.	11	
27.	Marshall, Mich.	C.	14	
29.	Jackson, Mich.	Sh. M. W.	4	
Dec. 3.	Grayling, Mich.	C.	3	399
7.	do.	C.	3	
11.	Detroit.	C.	3	
16.	West Detroit.	All.	598	
20.	Windsor, Ontario.	C.	8	
20.	Bridgebury, Canada.	C.	9	
20.	Marshall, Mich.	C.	83	
26.	Detroit.	C.	1	
Total.				1,401

Lay offs of shop forces on Pennsylvania Railroad.

[By months.]

NOTE.—The following abbreviations have been used for shop crafts: Blk.—blacksmiths; Bol.—boiler makers; C.—carmen; Elec.—electricians; M.—machinists; Sh. M. W.—sheet metal workers.

Date.	Point.	Crafts.	Number.	Monthly total.
1920.				
May 28.	Juniata.	Bol.		37
July 19.	All points.	All.		15,000
Oct. 20.	Meadows, Pa.	Blk.		8
Nov. 16.	Jamaica, N. Y.	Elec.	17	
16.	Harrisburg, Pa.	All.	500	
16.	Altoona, Pa.	All.	1,300	
16.	Philadelphia division.	All.	1,500	
16.	Central Pennsylvania div.	All.	1,600	
20.	Dennison, Ohio.	All.	300	
4 weeks ending	Buffalo.	Elec.	4	
Nov. 30.				
Do.	Harrisburg.	Elec.	5	
Do.	Indianapolis.	C.	7	
Do.	Jersey City.	Elec.	7	
Do.	do.	C.	135	
Do.	do.	M.	1	
Do.	Schuylkill Haven.	C.	9	
Do.	Pottsville, Pa.	Blk.	3	
Do.	Long Island City.	C.	10	
Do.	Terre Haute.	M.	69	
Total.				3,457

Lay offs of shop forces on Pennsylvania Railroad—Continued.

Date.	Points.	Crafts.	Number.	Monthly total.
1920.				
December.	Meadows.	C.	1	
Dec. 2.	Cincinnati.	Bol.	5	
13.	Terre Haute.	All.	138	
Dec. 5 to 31.	Meadows.	C.	2	
4 weeks prior to	Terre Haute.	M.	143	
Dec. 26.	do.	Bol.	44	
1921.				333
Jan. 1.	Toledo, Ohio.	All.		150
Total.				8,995

1 Estimated on the basis of total number laid off, including all occupations

Lay offs of shop forces on Pennsylvania Railroad since Dec. 1, 1920, as reported to railway employees' department.

NOTE.—The following abbreviations have been used for shop crafts: Blk.—blacksmiths; Bol.—boiler makers; C.—carmen; Elec.—electricians; M.—machinists; Sh. M. W.—sheet metal workers.

Point.	Number.	Craft.
Buffalo.	74	M.
	6	Bol.
	4	Blk.
	13	Sh. M. W.
	280	C.
	7	Elec.
Long Island.	74	M.
	18	Bol.
	11	Blk.
	35	Sh. M. W.
	63	C.
	69	Elec.
Elmira, N. Y.	10	M.
	2	Bol.
	1	Blk.
	122	C.
	2	Elec.
Pottsville.	20	M.
	3	Bol.
	10	Blk.
	161	C.
	4	Elec.
Grand Rapids.	60	M.
	15	Bol.
	13	Blk.
	15	Sh. M. W.
	164	C.
	5	Elec.
Chambersburg.	68	M.
	10	Bol.
	24	Blk.
	10	Sh. M. W.
	62	C.
	4	Elec.
Cincinnati.	18	M.
	7	Bol.
	4	Blk.
	3	Sh. M. W.
	43	C.
	1	Elec.
Mansfield.	6	M.
	3	Bol.
	34	C.
Fort Wayne.	255	M.
	160	Bol.
	133	Blk.
	100	Sh. M. W.
	500	C.
	29	Elec.
Columbus.	245	M.
	42	Bol.
	66	Blk.
	32	Sh. M. W.
	292	C.
	39	Elec.
Delmar Local.	11	M.
	4	C.
Richmond, Md.	40	M.
	8	Bol.
	80	C.
	3	Elec.
Olean, N. Y.	585	M.
	182	Bol.
	117	Blk.
	40	Sh. M. W.
	427	C.
	15	Elec.
Jersey City—Meadows.	160	M.
	55	Bol.
	31	Blk.
	149	Sh. M. W.
	790	C.
	15	Elec.
Renovo.	80	M.
	24	Bol.
	10	Blk.
	19	Sh. M. W.
	193	C.
	7	Elec.

Lay offs of shop forces on Pennsylvania Railroad since Dec. 1, 1920, as reported to railway employees' department—Continued.

Point.	Number.	Craft.
Mount Vernon.....	2	M.
	2	Boi.
	50	C.
	1	Elec.
Cape Charles, Va.....	31	M.
	8	Boi.
	5	Blk.
	4	Sh. M. W.
	22	C.
Cambridge.....	8	M.
	1	Boi.
	4	Blk.
	27	C.
Erie, Pa.....	18	M.
	6	Boi.
	2	Blk.
	2	Sh. M. W.
	18	C.
	4	Elec.
Toledo.....	12	M.
	9	Boi.
	6	Blk.
	5	Sh. M. W.
	106	C.
	2	Elec.
Bellwood Local.....	33	M.
	15	Boi.
	17	Blk.
	4	Sh. M. W.
	137	C.
	7	Elec.
Vernon Local.....	121	M.
	11	Boi.
	22	Blk.
	14	Sh. M. W.
	112	C.
	3	Elec.
Wellsville.....	20	M.
	13	Boi.
	4	Blk.
	3	Sh. M. W.
	110	C.
	2	Elec.
Pitcairn.....	135	M.
	9	Boi.
	24	Blk.
	10	Sh. M. W.
	415	C.
	18	Elec.
Logansport.....	217	M.
	60	Boi.
	59	Blk.
	42	Sh. M. W.
	293	C.
	15	Elec.
Blair County.....	585	M.
	177	Boi.
	220	Blk.
	84	Sh. M. W.
	215	C.
	76	Elec.
Wilmington, Del.....	490	M.
	107	Boi.
	84	Blk.
	130	Sh. M. W.
	329	C.
	28	Elec.
Indianapolis.....	72	M.
	23	Boi.
	21	Blk.
	13	Sh. M. W.
	123	C.
	2	Elec.
No place given.....	145	M.
	40	Boi.
	34	Blk.
	24	Sh. M. W.
	246	C.
	2	Elec.
Total.....	12,159	

Lay offs of shop forces on Erie Railroad.

[By months.]

NOTE.—The following abbreviations have been used for shop crafts: Blk.=blacksmiths; Boi.=boiler makers; C.=carmen; Elec.=electricians; M.=machinists; Sh. M. W.=sheet metal workers.

Date.	Points.	Crafts.	Number.	Monthly total.
1920.				
Sept. 11.....	Dunmore, Pa.....	M.....	65	
11.....	do.....	Boi.....	13	
11.....	do.....	C.....	8	
11.....	do.....	Blk.....	8	
11.....	do.....	Elec.....	4	
11.....	do.....	Laborers.....	11	
11.....	do.....	Sh. M. W.....	4	
18.....	Stroudsburg, Pa.....	Blk.....	2	

Lay offs of shop forces on Erie Railroad—Continued.

Date.	Points.	Crafts.	Number.	Monthly total.
1920.				
Sept. 18.....	Stroudsburg, Pa.....	M.....	11	
18.....	do.....	Boi.....	4	
22.....	Sharon, Pa.....	C.....	1	
23.....	Elmira, N. Y.....	C.....	9	
26.....	Sharon, Pa.....	C.....	1	
Oct. 9.....	do.....	C.....		141
Nov. 12.....	Meadville, Pa.....	Boi.....	9	2
15.....	Cleveland, Ohio.....	M.....	16	
15.....	do.....	Boi.....	5	
15.....	do.....	Sh. M. W.....	3	
15.....	do.....	Blk.....	3	
15.....	do.....	Elec.....	1	
15.....	do.....	C.....	28	
15 (about).....	Avon, N. Y.....	M.....	2	
18.....	Marion, Ohio.....	C.....	17	
18.....	Huntington, Ind.....	Boi.....	24	
18.....	Susquehanna.....	Blk.....	3	
18.....	do.....	M.....	11	
18.....	Huntington, Ind.....	Sh. M. W.....	3	
18.....	Meadville, Pa.....	Boi.....	19	
18.....	do.....	Blk.....	5	
19.....	do.....	C.....	16	
20.....	Salamanca, N. Y.....	C.....	15	
20.....	do.....	M.....	4	
20.....	Buffalo, N. Y.....	C.....	92	
20.....	Sharon, Pa.....	C.....	1	
20.....	Elmira, N. Y.....	C.....	7	
20.....	do.....	Blk.....	1	
21.....	Susquehanna.....	Blk.....	1	
22.....	Cleveland, Ohio.....	C.....	48	
23.....	Binghamton.....	C.....	2	
23.....	Dayton, Ohio.....	C.....	2	
27.....	Stroudsburg, Pa.....	M.....	43	
27.....	do.....	Boi.....	9	
30.....	Buffalo, N. Y.....	C.....	94	
30.....	Binghamton.....	C.....	1	
November.....	Buffalo, N. Y.....	Blk.....	12	
Do.....	Port Jervis, N. Y.....	Boi.....	2	
Nov. 15 to Dec. 20.....	Cleveland.....	Laborers.....	30	529
Dec. 1.....	Marion, Ohio.....	C.....	53	
1.....	North Randall, Ohio.....	C.....	5	
1.....	Cleveland.....	C.....	4	
1.....	do.....	Car cleaner.....	1	
1.....	Meadville, Pa.....	C.....	40	
2.....	Elmira, N. Y.....	C.....	10	
3.....	Stroudsburg, Pa.....	Blk.....	5	
3.....	Chicago.....	C.....	28	
3.....	Hammond, Ind.....	C.....	29	
3.....	Dunmore, Pa.....	Blk.....	2	
4.....	Susquehanna.....	C.....	29	
4.....	Huntington, Ind.....	C.....	157	
8.....	Cleveland, Ohio.....	M.....	14	
8.....	do.....	Boi.....	3	
8.....	do.....	Sh. M. W.....	4	
8.....	do.....	Blk.....	2	
8.....	do.....	C.....	8	
10.....	Chicago.....	C.....	11	
10.....	Salamanca.....	C.....	5	
10.....	do.....	M.....	2	
11.....	Meadville, Pa.....	C.....	2	
12.....	Buffalo.....	Sh. M. W.....	1	
13.....	Hammond, Ind.....	C.....	6	
16.....	Cleveland, Ohio.....	M.....	24	
16.....	do.....	Boi.....	5	
16.....	do.....	Sh. M. W.....	5	
16.....	do.....	Blk.....	4	
18.....	Binghamton.....	C.....	1	
18.....	Hammond, Ind.....	C.....	4	
20.....	Cleveland, Ohio.....	Sh. M. W.....	5	
20.....	do.....	Blk.....	6	
20.....	do.....	C.....	5	
20.....	do.....	Elec.....	2	
20.....	do.....	M.....	20	
20.....	do.....	Boi.....	11	
20.....	Huntington, Ind.....	Sh. M. W.....	7	
21.....	do.....	C.....	7	
21.....	Susquehanna.....	M.....	26	
24.....	Dunmore, Pa.....	Boi.....	33	
24.....	do.....	M.....	95	
24.....	do.....	C.....	6	
24.....	do.....	Laborers.....	12	
24.....	Meadville, Pa.....	Boi.....	158	
24.....	Huntington, Ind.....	Boi.....	56	
24.....	do.....	Sh. M. W.....	13	
24.....	Susquehanna.....	M.....	195	
24.....	do.....	Blk.....	23	
24.....	Dunmore, Pa.....	Blk.....	16	
24.....	Meadville, Pa.....	Blk.....	71	
24.....	do.....	C.....	43	
27.....	Salamanca.....	C.....	3	
28.....	Huntington, Ind.....	C.....	26	
No date.....	Avon, N. Y.....	C.....	1	1,304
Do.....	Hornell, N. Y.....	C.....	40	
1921.				41
Jan. 17.....	Stroudsburg, Pa.....	M.....		7
Total.....				2,024

Lay offs of shop forces on Baltimore & Ohio Railroad.

[By months.]

NOTE.—The following abbreviations have been used for shop crafts: Blk.—blacksmiths; Bol.—boiler makers; C.—carmen; Elec.—electricians; M.—machinists; Sh. M. W.—sheet metal workers.

Date.	Points.	Crafts.	Number.	Monthly total.
Jul 13. 1920.	Connellsville, Pa.	C.	39	39
Sept. 15.	Baltimore	Sh. M. W.	1	
15.	do.	Elec.	1	
30.	Connellsville, Pa.	Elec.	1	3
Oct. 7.	Weston, W. Va.	C.	4	
18.	Connellsville, Pa.	Blk.	4	
29.	Cleveland	C.	9	17
Nov. 1.	Grafton, W. Va.	Bol.	1	
2.	Zanesville, Ohio.	C.	8	
2.	do.	Sh. M. W.	2	13
3.	Willard, Ohio.	C.	13	
3.	do.	Blk.	2	
3.	do.	Sh. M. W.	1	1
4.	Baltimore.	C.	1	
4.	do.	M.	4	
4.	do.	Bol.	1	1
4.	New Castle, Pa.	Sh. M. W.	1	
5.	do.	C.	60	
5.	Lima, Ohio.	Blk.	8	12
5.	New Castle, Pa.	M.	12	
5.	do.	Bol.	7	
5.	do.	Blk.	4	1
5.	Baltimore.	Blk.	1	
5.	Ivorydale, Ohio.	C.	25	
5.	do.	M.	38	8
5.	do.	Blk.	8	
5.	do.	Elec.	1	
5.	do.	Bol.	6	57
5.	Keyser, W. Va.	C.	57	
5.	East St. Louis.	Blk.	2	
5.	do.	Bol.	1	3
5.	do.	M.	3	
5.	do.	Elec.	1	
5.	Keyser, W. Va.	M.	6	18
5.	East St. Louis.	C.	18	
5.	Cincinnati.	M.	7	
5.	Baltimore.	C.	1	150
6.	Mont Clare.	C.	150	
8 (about).	Baltimore.	C.	4	
8.	do.	M.	2	4
8.	Benwood, W. Va.	Blk.	4	
9.	Baltimore.	Blk.	1	
9.	do.	C.	2	2
10.	do.	M.	2	
10.	do.	C.	2	
10.	do.	Blk.	1	10
10.	Mont Clare.	C.	10	
10.	Benwood, W. Va.	Bol.	8	
10.	Hamilton, Ohio.	C.	5	1
23.	do.	Bol.	1	
23.	Benwood, W. Va.	M.	7	
Dec. 1.	Gassaway, W. Va.	Blk.	2	16
1.	do.	Bol.	4	
3.	Parkersburg, W. Va.	C.	16	
4.	do.	C.	20	1
4.	do.	M.	1	
4.	do.	Bol.	1	
9.	Baltimore.	M.	2	54
9.	Parkersburg, W. Va.	C.	54	
9.	do.	Blk.	16	
9.	do.	Bol.	12	6
9.	do.	Blk.	3	
9.	do.	Sh. M. W.	6	
10.	Keyser, W. Va.	C.	54	7
11.	Martinsburg.	C.	7	
11.	Cincinnati.	M.	7	
14.	Baltimore.	Bol.	3	5
14.	do.	Blk.	2	
14.	do.	C.	5	
14.	do.	M.	1	18
15.	Lima, Ohio.	Blk.	4	
15.	Ivorydale, Ohio.	C.	18	
15.	do.	Blk.	8	52
15.	do.	M.	43	
15.	do.	C.	52	
15.	do.	Sh. M. W.	6	2
15.	do.	Elec.	2	
15.	Weston, W. Va.	C.	5	
15.	do.	M.	1	2
15.	do.	Sh. M. W.	1	
15.	Benwood, W. Va.	M.	2	
15.	do.	Sh. M. W.	1	3
15.	Grafton, W. Va.	Bol.	3	
15.	do.	C.	14	
15.	Cincinnati.	M.	13	2
15.	Baltimore.	Blk.	2	
16.	Hamilton.	C.	2	
16.	Parkersburg, W. Va.	C.	32	2
16.	Weston, W. Va.	C.	2	
16.	Parkersburg.	M.	9	
17.	Cincinnati.	M.	1	84
18.	New Castle, Pa.	Sh. M. W.	8	
18.	do.	C.	84	
18.	do.	M.	26	12
18.	do.	Bol.	12	
18.	do.	Blk.	12	

Lay offs of shop forces on Baltimore & Ohio Railroad—Continued.

Date.	Points.	Crafts.	Number.	Monthly total.
Dec. 18. 1920.	New Castle, Pa.	Blk.	7	11
18.	Cleveland, Ohio.	C.	11	
18.	do.	Blk.	2	
18.	Willard, Ohio.	C.	18	1
18.	do.	Blk.	1	
18.	do.	Sh. M. W.	2	
19.	Benwood.	C.	26	6
19.	Grafton, W. Va.	C.	6	
19.	Cincinnati.	M.	1	
20.	Connellsville.	Sh. M. W.	2	2
20.	Benwood.	C.	2	
20.	do.	F.	3	
20.	Brunswick, Md.	C.	47	18
20.	do.	Blk.	18	
21.	Benwood.	C.	3	
21.	Grafton, W. Va.	C.	10	4
21.	Seymour, Md.	M.	4	
22.	do.	C.	5	
23.	Newcastle, Pa.	C.	49	4
23.	do.	Blk.	4	
23.	Benwood.	Sh. M. W.	1	
24.	Cleveland.	C.	12	150
24.	Mont Clare.	C.	150	
25.	Benwood.	C.	1	
July to December.	Dayton, Ohio.	Bol.	5	6
Do.	do.	M.	6	
Do.	do.	Blk.	4	
Do.	do.	C.	22	5
Do.	do.	Sh. M. W.	5	
Do.	do.	Sh. M. W.	5	
Jan. 2. 1921.	Grafton, W. Va.	C.	12	8
3.	Chicago.	M.	8	
3.	do.	Bol.	6	
3.	do.	Blk.	7	5
3.	do.	Sh. M. W.	5	
3.	do.	Elec.	2	
3.	do.	C.	45	12
3.	Grafton, W. Va.	Bol.	12	
3.	do.	M.	20	
3.	do.	Sh. M. W.	6	6
3.	do.	C.	6	
3.	do.	C.	14	
4.	do.	Bol.	12	19
4.	do.	M.	19	
4.	do.	Sh. M. W.	8	
4.	Weston, W. Va.	M.	4	1
4.	do.	Sh. M. W.	1	
4.	do.	Bol.	2	
4.	do.	Blk.	2	3
4.	do.	C.	3	
4.	Cumberland, Md.	C.	94	
5.	do.	Sh. M. W.	8	10
5.	do.	Blk.	10	
5.	do.	M.	4	
5.	do.	Sh. M. W.	1	2
5.	do.	Bol.	2	
5.	do.	Blk.	2	
5.	do.	C.	3	14
5.	Cumberland, Md.	C.	14	
5.	do.	Sh. M. W.	8	
5.	do.	M.	10	4
5.	do.	Elec.	4	
5.	do.	Blk.	1	
5.	do.	Bol.	2	2
5.	Cleveland.	C.	2	
5.	Parkersburg, W. Va.	Sh. M. W.	2	
5.	do.	Bol.	2	27
5.	do.	M.	7	
5.	Benwood, W. Va.	M.	27	
5.	do.	Bol.	18	5
5.	do.	Sh. M. W.	11	
5.	do.	Blk.	5	
5.	do.	C.	33	17
8.	Ivorydale.	M.	48	
8.	do.	C.	17	
8.	do.	Blk.	12	22
8.	do.	Bol.	22	
8.	do.	Sh. M. W.	4	
12.	do.	C.	22	26
12.	do.	M.	26	
12.	do.	Bol.	3	
12.	do.	Blk.	10	7
12.	do.	Sh. M. W.	7	
12.	do.	Elec.	1	
Total.				614
				2,254

Lay offs of shop forces on Chicago, Milwaukee & St. Paul Railway.

[By months.]

NOTE.—The following abbreviations have been used for shop crafts: Blk.—blacksmiths; Bol.—boiler makers; C.—carmen; Elec.—electricians; M.—machinists; Sh. M. W.—sheet metal workers.

Date.	Points.	Crafts.	Number.	Monthly totals.
Oct. 19. 1920.	Dubuque, Iowa.	C.	136	1
20.	Minneapolis.	Blk.	1	
23.	do.	M.	19	
23.	Dubuque, Iowa.	M.	26	1
26.	Minneapolis.	Blk.	1	
27.	Green Bay, Wis.	M.	5	

Lay offs of shop forces on Chicago, Milwaukee & St. Paul Railway—Con.

Date.	Points.	Crafts.	Number.	Monthly total.
Nov. 1920.				
1.	Harlowton, Mont.	C.	2	
5.	Dubuque, Iowa.	M.	24	
12.	Minneapolis.	Sh. M. W.	6	
12.	Green Bay, Wis.	M.	4	
13.	Minneapolis.	Blk.	15	
13.	Tomah, Wis.	M.	5	
13.	Dubuque, Iowa.	Boi.	5	
13 to 27.	Milwaukee.	Entire shop.	1,315	
20.	Minneapolis.	Blk.	1	
20.	Tomah, Wis.	Blk.	2	
25.	Minneapolis.	M.	65	
November, 1920.	Green Bay, Wis.	Boi.	3	
Do.	Harlowton, Mont.	M.	4	
During 4 weeks ending Nov. 27.	Dubuque, Iowa.	Sh. M. W.	2	
During 4 weeks ending Nov. 28.	Aterdeen, S. Dak.	Shopmen.	10	
During 4 weeks ending Nov. 29.	Dubuque, Iowa.	Blk.	9	
Dec. 9.	Minneapolis.	Blk.	2	1,482
13.	Harlowton, Mont.	Sh. M. W.	1	
17.	Spirit Lake, Idaho.	M.	17	
4 to 18.	Dubuque, Iowa.	All.	514	
19.	Spirit Lake, Iowa.	C.	5	
19.	Harlowton, Mont.	C.	10	
21.	do.	C.	9	
27.	Milwaukee, Wis.	Sh. M. W.	16	
31.	Minneapolis.	Blk.	8	
During 4 weeks ending Dec. 31.	Atkins, Iowa.	Sh. M. W.	1	
December, 1920.	Tomah, Wis.	M.	3	586
Total.				2,556

Lay offs of shop forces on Great Northern Railway.

[By months.]

NOTE.—The following abbreviations have been used for shop crafts: Blk.—blacksmiths; Boi.—boiler makers; C.—carmen; Elec.—electricians; M.—machinists; Sh. M. W.—sheet metal workers.

Date.	Points.	Crafts.	Number.	Monthly total.
1920.				
Dec. 4 to 22.	All.	C.	1,703	
Do.	do.	M.	363	
Do.	do.	Boi.	106	
Do.	do.	Sh. M. W.	63	
Do.	do.	Blk.	60	
Total.				2,295

Lay offs of shop forces on Southern Pacific Co.

[By months.]

NOTE.—The following abbreviations have been used for shop crafts: Blk.—blacksmiths; Boi.—boiler makers; C.—carmen; Elec.—electricians; M.—machinists; Sh. M. W.—sheet metal workers.

Date.	Points.	Crafts.	Number.	Monthly total.
1920.				
Oct. 18.	Los Angeles.	Elec.	2	
18.	do.	C.	145	
20.	Dunsmuir, Calif.	Sh. M. W.	1	
During 4 weeks ending Oct. 20.	Bakersfield.	C.	20	
During 4 weeks ending Oct. 28.	Los Angeles.	Blk.	16	
Nov. 5.	San Luis Obispo.	Sh. M. W.	1	184
4.	Eugene, Oreg.	C.	1	
6.	Phoenix, Ariz.	C.	1	
18.	Eugene, Oreg.	C.	1	
16.	Ogden, Utah.	Blk.	14	
20.	Los Angeles.	C.	1	
22.	Portland, Oreg.	Sh. M. W.	4	
23.	El Paso, Tex.	M.	14	
27.	do.	Sh. M. W.	2	
27.	do.	Blk.	2	
During 4 weeks ending Nov. 28.	Oakland, Calif.	M.	181	
During 4 weeks ending Nov. 29.	Victoria, Tex.	Laborers.	2	
Nov. 1 to 30.	Shasta division.		5	
Do.	Algeria, La.	C.	5	
Do.	Guber, Calif.	M.	1	276
Dec. 1.	Lafayette, La.	C.	13	
1.	Gila Bend, Ariz.	M.	1	
3.	Bakersfield.	Blk.	5	
3.	Dallas, Oreg.	M.	3	
3.	Portland, Oreg.	M.	10	
4.	Oakland, Calif.	Blk.	18	
4.	Los Angeles.	Elec.	3	
4.	do.	C.	168	
4.	do.	Sh. M. W.	34	

Lay offs of shop forces on Southern Pacific Co.—Continued.

Date.	Points.	Crafts.	Number.	Monthly total.
1920.				
Dec. 6.	Portland, Oreg.	M.	21	
6.	Dallas, Oreg.	M.	2	
6.	San Francisco.	Boi.	80	
8.	Guber, Calif.	C.	2	
8.	Sacramento.	E.	1	
8.	Klamath Falls, Oreg.	C.	2	
8.	Roseville, Calif.	C.	2	
9.	Oakland, Calif.	Blk.	22	
9.	Dallas, Oreg.	C.	2	
10.	Ogden, Utah.	M.	130	
11.	Portland, Oreg.	M.	18	
11.	Los Angeles.	C.	501	
11.	Tucson, Ariz.	Sh. M. W.	36	
11.	Fort Worth.	C.	2	
11.	Dallas, Oreg.	C.	4	
11.	Los Angeles.	Sh. M. W.	48	
11.	do.	Elec.	9	
11.	Bakersfield.	Blk.	1	
4 to 11.	Los Angeles.	Boi.	134	
12.	Ogden, Utah.	M.	32	
17.	Fort Worth.	C.	1	
20.	Phoenix, Ariz.	C.	9	
30.	Lake Charles, La.	C.	7	
About December, 1920.	Los Angeles.	Blk.	28	
December, 1920.	Dunsmuir, Calif.	M.	201	
Do.	Portland, Oreg.	Sh. M. W.	6	1,566
Jan. 6, 1921.	Dunsmuir, Calif.	Sh. M. W.	1	1
Total.				2,027

EXHIBIT IV.

UNEMPLOYMENT UNJUSTIFIABLE.

[Presented by the railway employees' department, American Federation of Labor, and its affiliated organizations, at the hearing on rules and working conditions before United States Railroad Labor Board, Chicago, Ill., 1921.]

(a) Lay offs unjustifiable in terms of railroad policy, as shown by quotations from Railway Age.

(b) The railroads and traffic depression.

(c) Lay offs unjustifiable, as shown by letters from employees or their representatives at various points.

(d) Men laid off by railroads go to contract shops and work on repairs of railroad equipment.

LAY OFFS UNJUSTIFIABLE IN TERMS OF RAILROAD POLICY, AS SHOWN BY QUOTATIONS FROM RAILWAY AGE.

The Railway Age makes it clear that certain of the railroads can not justify their present policy by citing their present financial condition in the following statement: "Some railroads, even under immediately needed improvements can adequately maintain their properties, but have good enough credit to raise capital in relatively large amounts and on as easy terms as it can be raised by any industrial, commercial, or financial concerns." (Jan. 7, 1921, p. 23.)

As a matter of fact, the statements in Railway Age point conclusively to the fact that within the last few months the railroads have practically stopped buying supplies. This is, of course, attributed to the fact that the railroads are short of funds. However, according to the article just quoted, one of the principal reasons why many railroads are not buying on a much larger scale is that they believe prices of equipment and supplies will eventually be reduced.

Analysis of this article brings out two points: In the first place, that this failure to buy supplies is actually tending to increase the present depression and thus to decrease the operating revenues, out of which they pay their going expenses. To quote Railway Age: "Directly and indirectly, they are among the largest shippers in the country. Their purchases not only cause the movement of the finished products they buy, but of the fuel and raw materials that enter into their manufacture. Therefore, other things being equal, the more the railways curtail their purchases now the more they will reduce their own traffic and earnings at a time when they have surplus transportation capacity."

In the second place, on the matter of a probable reduction in prices, the Railway Age says, "Reverting to the question of prices, this is one for adjustment between the railways and the equipment and supply companies."

Anyone looking below the surface will be aware of the fact that the railways as purchaser and the equipment and supply companies as vendor are in reality one and the same person in so far as identity of interests is concerned. A glance at the chart which we are submitting will demonstrate this to be the case. In other words, this waiting on the part of the railways for the supply companies to reduce prices seems to reduce to the fact that the Morgan steel combine is waiting for the Morgan steel combine to reduce prices.

The whole argument thus appears to be purely fictitious, and we see clearly that it is the deliberate purpose of the combine for the present to maintain the situation in such a way as to justify the present policy of inactivity and the resulting unemployment.

This policy will appear to be all the more worthy of blame when it is recognized that the railway supply companies were among the most notorious profiteers of the war and postwar period, and that their unwarranted prices have, to a large extent, been responsible for the inflated cost, which is now being used as the basis for an attack on employees of the railroad.

The following quotations from recent issues of Railway Age should be considered of especial significance in view of the fact that Mr. Dunn, its editor, is special counselor to the American Association of Railway Executives. They tried to show that the present unemployment condition is unjustifiable from the point of view of management.

Speaking editorially, Railway Age demonstrates that the lay offs must have been the result of a policy other than economy:

"It is, however, a fact clearly recognized by all railway executive, operating, mechanical, and engineering officers that reduction in either

maintenance of way or maintenance of equipment with result in the deferring of work which really needs to be done always result later in making necessary expenditures largely exceeding the nominal savings effected. It is a generally accepted principle that in the long run the cost of making up deferred maintenance is at least twice as great as the amount nominally saved by deferring it."

In this connection it might well be pointed out that the lay-off policy might well be referred to the Interstate Commerce Commission under the clause requiring economical management, and that it certainly tends to cast doubt upon the sincerity of arguments based upon this clause of the transportation act. Concerning this policy as seemingly justified on the part of a railway whose net income is inadequate even when business is good, the editorial continues:

"Although experience shows that this policy often only postpones bankruptcy and makes it more sure, there can be no good reason for the adoption, under present conditions, of a similar policy by railways whose earnings are practically certain, even though the greatest conceivable decline of business should occur, to be sufficient to pay the amounts of interest and dividends which they ordinarily have paid."

This quotation should be referred to in connection with discussion of the fact that the earliest, largest, and most frequent lay-offs have been ordered by the managements of roads whose ordinary return is far in excess of the average. Continuing, the editorial holds that the reason for continuing the work of rehabilitation are as forceful now as they were before the decline in business began. And it points out that the railroads are likely to be unable to handle the business which will be offered when business picks up. It holds that this decline of traffic will be short, and it asks the question whether, when the increase in traffic comes, the railways are going to be caught unprepared for it. It continues:

"If the railways do not go on doing all the rehabilitation and betterment work they can, they will not be able satisfactorily to handle traffic when business revives, and it will cost them more to handle it. * * * If railways which are financially able to continue adequate expenditures for maintenance do not do so, they will, by making merely nominal reductions of their operating expenses, make the nominal net return earned by the railways as a whole larger than it would otherwise be." (See *Railway Age*, Nov. 19, 1920, p. 867.)

Concerning the early revival of heavy traffic and the inability of the roads to meet this, *Railway Age* says, editorially:

"We recently have heard two leading railroad executives predict that within six months freight business will be heavier than ever. The country will be confronted again with an acute shortage of transportation facilities. The railways have been going ahead rapidly for some months preparing locomotives and cars and rehabilitating their other facilities, and they undoubtedly can handle more business now than ever before, but the total increase in facilities has been small and the amount of increase which can be made in them during the next six months will be small. Therefore if there shall be within a few months another great revival of traffic, the railroads will again be found unequal to the demands." (See *Railway Age*, Dec. 10, 1920, p. 1003.)

The fact shown in the above quotation is reinforced by a special article, which, together with charts, shows that the present condition is no more than a normal and seasonable depression in traffic and that the reaction from such periods of depression has always been as rapid as the decline, usually reaching higher points than the preceding peak. This article discusses the various major items of traffic, showing the basis for predictions which emphasize the probability of an early return of heavy traffic. In connection with this article it will be interesting to estimate the proportion of tonnage which could be affected by the so-called buyers' strike. As coal, wheat, lumber, building materials, railroad and general road supplies probably constitute nearly 90 per cent of total traffic, it is improbable that the buyers' strike could have anything like the effect attributed to it. (See *Railway Age*, Jan. 7, 1921, pp. 9 to 15.)

That the lay offs have actually resulted in failure to maintain equipment is shown by the following editorial:

"Since May the percentage of bad orders has averaged over 7 continually, and the latest available data shows that on December 15 the number had increased to 7.7 per cent, or a total of 174,189 cars. The November figures undoubtedly reflect the effect of the drastic reductions in shop forces which were made in many cases, but while this may explain it does not justify the continuance of the present excessive proportion of bad-order cars in the face of increased traffic demands which may have to be met at any time. Over 135,000 cars have been scrapped since March 1, while only a comparatively small number have been built, and the necessity of increasing the proportion of those available which can be used is even greater than when the campaign of improvement was started." (See *Railway Age*, Dec. 10, 1920, p. 1005.)

In speaking of the fact that the railway supply business suffers from the irregularity of railway orders, President Humphrey, of the Westinghouse Air Brake Co., writes:

"This is largely brought about by the fact that the railroads generally regulate their purchases in some direct relation to traffic conditions existing and set aside only such percentage of their gross income as can be spared over and above a certain amount of their daily average income."

"If the railroads, like industries, could continue their normal purchases to such times as these, they would immediately have the benefit of the traffic in the movement of raw material for such manufacture, and in turn the handling of the traffic incident to the finished product on the way to remote consumers, and an immediate benefit would be secured in the matter of the railroads being able to make immediate repairs and maintenance when both labor and material were available, as compared with the difficulty in recent years in getting material when it was wanted, which prevented many needed matters of repairs and maintenance being attended to at the proper time."

"We have heard from all sides in recent times the complaint that this or that could not be done because material and labor were not available, and, yet, when both become plentiful the purchases are curtailed." (See *Railway Age*, Jan. 7, 1921, pp. 25 to 26.)

This brings us to another aspect of the general problem, i. e., to the fact that the present railway policy is actually instrumental in creating the depression and that they are therefore actively creating unemployment, which is extremely costly to all concerned, including the consumer. This will be referred to with quotes under subhead "Railroads conspiring to reduce traffic."

The fact that present lay offs are unjustified is further emphasized by a special article which points out that little progress has been made in reducing equipment shortage. This article states:

"The recession in business has caused a decrease in the freight traffic, and at the beginning of the year there was a surplus of over 100,000 cars. But a car surplus in a time of depression has little significance. The roads can not evade indefinitely the responsibility for furnishing adequate equipment for moving not only a normal traffic but a reasonable overload. They can not expect to retain the good will of the shippers unless they provide facilities for handling the traffic, not by emergency measures and constant delays due to car shortage, but with normal use of the equipment by the shippers and prompt attention to requisitions for cars." (*Railway Age*, Jan. 7, 1921, pp. 47, 48.)

In this connection the article points out that the additional tonnage carried this year has been largely at the expense of the shipper. In the words of Secretary Glenn, of the Illinois Manufacturers' Association:

"The railroads want adequate compensation for carrying freight; the shippers feel that in return for the increased compensation the railroads have been accorded they are entitled to cheerful, expeditious service. * * * The additional tonnage carried by the freight cars of this country this year has been largely at the expense of the shippers, who, in order to load their cars heavier, have been obliged to supply a greater amount of dunnage. * * * The consignee does not want a heavily loaded car unless he has a ready market for the commodity and he does not want to pay freight charges on a shipment that may exceed his immediate needs unless there is some inducement."

This quotation makes it plain that the railroads have been unjustly taking the credit for tonnage which does not represent bona fide commodities in transit, and that the service rendered would have been anything but satisfactory to the shippers had they not been a part of the same combine which is pushing the fight against organized labor. The chart which accompanies [charts not printed] this article shows that the surplus of cars is not at present anything like the amount reached during the business depression following the armistice, which extended over a period of six or eight months. From the note which accompanies this chart it appears that normally surplus of about 100,000 cars should be maintained in order to enable the railroads to fill promptly all requisitions. The article is question continues:

"Viewed from the broad economic standpoint, the proposal to continue rationing cars is indefensible. Studies made in the bituminous coal mining industry show that when the car supply is 75 per cent of the requirements the cost of production is 16 per cent greater than when all demands for cars are met. If the car supply is one-half normal, the cost of coal is increased 40 per cent. Car supply undoubtedly influences the cost of many other industries in a similar manner, and the sum total of the bill which American producers pay when a shortage of cars exists would make up the cost of the additional equipment required many times over." (*Railway Age*, Jan. 7, 1921, p. 48.)

The present policy of the roads—namely, that of curtailing expenditures when their earnings fall off—seems to have been one of the leading reasons for such lack of production in railway shops, as can be shown during the months when the demand on the railroads was heaviest, for it means that the railroads order the necessary material at just the time when the manufacturers are most heavily booked with orders and when the question of transportation is most difficult to solve. As a result railroad shops, when the demand is heaviest, are faced constantly with a shortage of material, and the records tend to show that shopmen have constantly been forced to waste hours of time in inaction or in unnecessary labor because of this shortage of supplies.

As a matter of fact, not only should material be purchased when the load upon industry and the roads is lightest, but also repair work should be done at these periods.

According to A. L. Humphrey, president Westinghouse Air Brake Co., such a policy would result in immediate benefit through—

"The railroads being able to make needed repairs and maintenance at times when both labor and material were available, as compared with the difficulty in recent years in getting material when it was wanted, which prevented many needed matters of repairs and maintenance being attended to at the proper time."

"We have heard from all sides in recent times the complaint that this or that could not be done because material and labor were not available, and yet when both become plentiful the purchases are curtailed." (See *Railway Age*, Jan. 7, 1921, p. 26.)

It is a well-known fact to all manufacturers that a uniform rate of operation results in decreased costs. The necessity of meeting an irregular demand makes it essential to carry a much larger plant than would be necessary if the work was distributed evenly throughout the year. There is also the additional cost due to labor turnover; that is, the hiring and firing, together with lay offs and the necessity of breaking in new men.

Charles J. Symington, president of the T. H. Symington Co., points this out as follows:

"Shutdowns and reorganizations cost money, and the ultimate consumer—in this case the railways—pays the bill."

From this point of view it would seem that the railways are at present pursuing a very wasteful policy.

An article on repair shop and engine house equipment needs would indicate clearly that the present is not the time when mechanics employed in the maintenance of equipment should be laid off. To quote a few leading sentences, the writer pointedly asks, "How long would a manufacturer do business if 25 per cent of his machinery was unserviceable?"

"Now is the time to get motive power into good operating condition and reduce the locomotives out of service waiting repairs to the lowest possible number. * * * Due to present business conditions, it is true that the railroads are not faced with a car shortage, but even the pessimists do not believe that the business depression will last indefinitely, and it would seem the part of common sense to get as many cars as possible repaired before the revival of business activity, which is sure to come." (See *Railway Age*, Jan. 7, 1921, p. 50.)

A somewhat more extended quotation from the article follows:

"LOCOMOTIVES AND CARS OUT OF SERVICE."

"How long would a manufacturer do business if 25 per cent of his machinery was unserviceable? In 1918 and 1919, 20 per cent and 24.9 per cent, respectively, of the motive power of the country was held out of service awaiting repairs. Figures for the first 10 months of 1920, compiled by the car-service division of the American Railway

Association, show (Table 1) that this proportion has been reduced to 23.3 per cent, of which 6.2 per cent of the locomotives are held for work requiring less than 24 hours and 17.1 per cent for work requiring more than 24 hours. No goal was set out by the Association of Railway Executives for the reduction of locomotives held out of service, but it would be difficult to find justification for so large a proportion as 23.3 per cent. The railroads are now able to handle the business offered to them, but this business is far below normal. Now is the time to get motive power into good operating condition and reduce the locomotives out of service waiting repairs to the lowest possible number.

"It is not maintained that the lack of shop machinery and equipment is solely responsible for the large proportion of motive power out of service. Limitation of output due to labor conditions, scarcity of trained foremen, and inexperienced workmen are all factors to be considered. That there is a serious lack of modern machinery in many shops and roundhouses, however, is generally admitted, and the longer its installation is delayed the greater the loss to the railroads.

"Records of the Interstate Commerce Commission show that in 1917, 1918, and 1919, 5.6, 5.7, and 7.1 per cent, respectively, of the freight cars in the country were in bad order. Based on the first 10 months of 1920, the bad-order cars have been reduced to 6.9 per cent, but even this figure is far from the 4 per cent goal set by the Association of Railway Executives. Due to present business conditions, it is true that the railroads are not faced with a car shortage, but even the pessimists do not believe that the business depression will last indefinitely, and it would seem the part of common sense to get as many cars as possible repaired before the revival of business activity, which is sure to come.

"Strenuous efforts have been made in the past few months to reduce the number of bad-order cars, and one of the reasons it has been impossible to attain the goal of 4 per cent is the present lack of repair-shop facilities. More shops should be erected, and those already in existence should be better equipped. Particularly for steel-car repair work crane facilities are needed for handling cars and the more or less heavy material going into their construction. In addition to cranes, other machinery is needed for this work, such as air compressors, air tools of all kinds, power punches and shears, presses, flanging machines, and turntables.

TABLE 1.—Proportion of locomotives out of service for repairs.

	Repairs requiring less than 24 hours.	Repairs requiring more than 24 hours.	Total
	Per cent.	Per cent.	Per cent.
Week ending July 31.....	.....	15.4	.....
Two weeks ending Sept. 1.....	.....	16.3	.....
Two weeks ending Sept. 15.....	6.4	17.1	23.5
Two weeks ending Nov. 1.....	6.5	16.2	22.7
Two weeks ending Nov. 30.....	6.2	17.1	23.3

"The slight reduction in bad-order cars already obtained is largely due to the number of cars repaired by builders. During October, 1920, 3,920 cars were repaired by the 23 builders reporting to the Railway Car Manufacturers' Association, the total for the first 10 months of the year being 25,180 cars. It is probable that an extensive car-construction program will be outlined for the coming year, and if so, car builders will manifestly be unable to handle as much repair work as formerly. The importance of equipping railway shops to make quick, effective repairs to all kinds of freight and passenger cars can hardly be overestimated." (Railway Age, Jan. 6, 1921, pp. 50-51.)

THE RAILROADS AND TRAFFIC DEPRESSION.

From various articles in Railway Age it is apparent that to a certain extent a proportion of the present traffic depression is due to the railroads themselves. In other words, it appears, and very naturally, that the present policy of the roads to curtail buying when their earnings are curtailed tends to make the traffic department roll up like a snowball. This is due to the fact that a large proportion of shipping is directly or indirectly due to railway purchases. According to Railway Age—

"The fact should not, however, be overlooked that most of the arguments which can be advanced for shippers shipping now can be used with equal force in favor of railways buying normal amounts of materials and supplies now. The railways as purchasers and users of materials and supplies are shippers themselves. They are, in fact, among the very largest shippers in the country. When, therefore, they refrain from buying the quantities of materials and supplies they normally need for carrying on their business, they help to produce the same transportation and general business conditions which farmers, retail lumber dealers, construction concerns, and retail merchants do when they refrain from selling or buying and shipping the normal amounts of commodities.

"It is not stating the case too strongly to say that in the past the railways have been among the worst disturbers of general business conditions. It is a byword among railway equipment and supply companies that with respect to railway purchases it is always a case of either 'feast or famine.' It is almost literally true that the railroads all buy at once and all refrain from buying at once. Most of them buy in large amounts when their earnings are large and refrain from buying when they are small. But when their earnings are large this is always due to the fact that general business activity is great, and when general business is not active prices usually are relatively low. The result in the past has been that most railways have made the greater part of their purchases when prices have been high and have not taken advantage of the situation when prices have been low.

"This purchasing policy of the railways has been one of the principal causes of the wide fluctuations of railroad traffic. Every order a railroad places for a ton of material results in several tons of fuel and raw materials being transported to be used in the manufacture of the finished product which the railroad has ordered. Therefore, if the railways buy large amounts of materials when general business is active they thereby greatly increase the amount of freight they have to haul, while if they largely reduce their purchases when general business slumps they greatly reduce the amount of freight offered to them for transportation.

"It is a well-known fact that within recent weeks there has been a very sharp reduction in the amount of materials ordered by the rail-

roads and that their purchases of most kinds are at the present time at a low ebb. One of the principal reasons for this is the great uncertainty which has been felt regarding the amount of net return the companies will earn under the new freight and passenger rates. Another important reason is that the railways have been hoping and waiting for lower prices.

"These reasons for reducing purchases undoubtedly are valid, but their validity is not sufficient to justify from either the railway or public standpoint a long continuance of the present policy. There is no good reason for believing that prices in general or the prices of the particular commodities that railways buy in large quantities are going much lower in the immediate future than they are now, or that there is going to be any permanent large reduction in them for a long time to come. The manufacturers of railway equipment and supplies are in very much the same situation as the railways themselves. Their labor and other costs are still on a very high basis, and it will take a long period to make any permanent large reductions in them. The railways may bring about further reductions in prices by staying out of the market, but the longer they stay out the more they will have to buy when they come back into the market, and the more they buy then the more they will stimulate the tendency of prices to advance again. Furthermore, by staying out of the market the railways are substantially reducing the volume of freight shipped and the amount of their own freight earnings, and the longer they refrain from buying the more they will contribute toward increasing transportation congestion and shortage of cars when they go back into the market.

"While, therefore, it seems sound doctrine that shippers who can do so should 'ship now,' when there is a surplus of transportation capacity, it seems for almost exactly the same reasons, to be sound doctrine that the railroads should 'buy now' to as large an extent as they are reasonably able. There is another argument of great force in favor of the railroads buying now to as large an extent as they reasonably can. Every day that they postpone buying they are delaying the rehabilitation of their facilities which will be needed to enable them to handle the large traffic which seems certain to be offered to them within a few months.

"From the standpoint of the welfare, both of the railroads and the public, a policy on the part of the railroads of making more uniform purchases from month to month and year to year is greatly needed. In the long run this would save the railroads themselves many millions of dollars and would exert a very beneficial influence as a stabilizer of general business. Since no ideal time for adopting such a policy will ever come, the present would seem to be as good a time as any for beginning to adopt it." (Railway Age, Dec. 10, 1920, pp. 1005, 1006.)

This point of view is expressed in another issue, as follows:

"BEARING OF TRANSPORTATION SITUATION CONDITIONS.

"The existing transportation situation greatly emphasizes the need for such resistance being made. Five years of costly experience have demonstrated that the railways, with their existing facilities, can not transport all the commodities that the country can produce unless they are given opportunity to transport them in more uniform volume than in former years. A severe and protracted decline of the amount of freight shipped now would inevitably result in seasonal traffic being offered to the railroads all at one time which would be followed by acute traffic congestions and car shortages, and great delays in handling of a large part of the freight. These things would restrict production after it began to revive and thereby tend to hold up or increase prices and the cost of living, whereas it is desirable that for some years the general tendency of prices and the cost of living should be steadily, but not violently, downward.

"The same general effect that will be produced by the failure of shippers to ship now all the freight that they can ship will be produced by failure of the railways to buy now all the equipment and supplies that they are reasonably able to buy. The railways themselves, as purchasers of equipment and supplies, are among the largest shippers in the country. Therefore every unnecessary delay by them in buying will tend to reduce the amount of freight that can be shipped now and to increase the amount of it that must be shipped later. A point of even greater importance is that every unnecessary delay of the railways in buying will restrict the amount they increase their capacity and thereby reduce their ability to handle freight later on. When the next period of heavy traffic comes the railways will be in a very precarious position if they can not show the public that they have done all they can to prepare for it." (Railway Age, Jan. 7, p. 2.)

A complete exposition of this point of view will be found in the report of the Railway Business Association committee on stability of railway purchases—see Railway Age, January 27, 1921, pages 33 to 38.

Such articles as these leave the impression that control of the railways means to a very large extent control of business conditions, and that such an instrument of control would furnish an extraordinary potent weapon to be used in the general policy of deflating labor. It also suggests that one of the chief interests which the financial combine has in the railroads is the fact that they are perhaps the largest purchasers of the products of the United States industry.

LAY OFFS UNJUSTIFIABLE, AS SHOWN BY LETTERS FROM EMPLOYEES OR THEIR REPRESENTATIVES AT VARIOUS POINTS.

The fact that present unemployment conditions are not justifiable is further emphasized in letters sent in from the men at various points, which cover a wide variety of circumstances which amount to circumstantial evidence that present unemployment is caused by a conspiracy. The letters follow:

INDIANAPOLIS, IND., November 8, 1920.

Subject: Reduction in force Big Four and Cincinnati Northern Railroad.

Mr. B. M. JEWELL,

President Railway Employees Department,
450 Broadway, Chicago, Ill.

DEAR SIR AND BROTHER: This is to advise that the Big Four and Cincinnati Northern Railroad on October 12 made a reduction in force of approximately 12 per cent, and on November 5 approximately 32 per cent, and on November 8 approximately 8 per cent, making in all a reduction of approximately 50 per cent.

Apparently there is no necessity for this reduction, as bad-order cars are being stored and the locomotives do not appear to be in the best of condition.

This reduction is causing a great deal of dissatisfaction among the employees, and we are giving you this information, with the hope that you will put the matter before the Chicago labor board and that some action may be taken to relieve the situation.

With best wishes, I beg to remain,
Yours, fraternally,

Copy to all international presidents.

[Telegram.]

LOS ANGELES, CALIF., December 6, 1920.

B. M. JEWELL,
4750 Broadway, Chicago, Ill.

Southern Pacific Co. reduced force 20 per cent all departments. Thirty per cent machinists. This includes October 19 lay off. Company in habit of working overtime at end of each month. Company short of power on the road at this time. Shop full of work; more coming in every day. We protest throwing men out of work when uncalled for. The company claims they are doing more business now than in any previous period of their history.

PORTLAND, ME., November 20, 1920.

Subject: Contract work on freight cars while regular employees are laid off to reduce expenses.

B. M. JEWELL,
President Railway Employment Department
of American Federation of Labor.

DEAR SIR AND BROTHER: On November 17 and 18 the local committeemen on the Maine Central Railroad were called into the offices of the general foreman at the various points on the system and informed that men were to be laid off at the expiration of the 5-day period as per agreement. This lay off will affect men in all the mechanical crafts, as well as other employees.

At the present time the Maine Central Railroad has 100 freight cars all checked up waiting on sidings to be sent to Laconia, N. H., to be repaired at a contract shop on a piece-work basis. So far as I am able to find out, none of these cars have as yet been sent away but are all ready to go as soon as called for.

The joint protective board of the carmen on the Maine Central Railroad claim that the wage board established the rate of pay for car repairmen, and the Interstate Commerce Commission gave the railroad the right to raise passenger and freight rates to be able to pay this award, and that the sending of work to contract shops to be done at a lesser rate or any other method while regular employees are laid off is in violation of the decision of the wage board, as well as of Interstate Commerce Commission.

Fraternally, yours,

ELKHART, IND., December 31, 1920.

RESEARCH AND PUBLICITY BUREAU,
RAILWAY EMPLOYEES DEPARTMENT,
Chicago, Ill.

DEAR SIR: Effective December 29, 1920, the shops of the engineering department (frog and switch shop) closed up. The employees were thrown out of work with no reason given for such action. The employees claim that the reason they have been thrown out of employment is that the railroad officials are directing all of the work done by this department to the Cleveland Frog & Switch Co. Many of these men have spent many years in the department, becoming very proficient in this line of work and depended solely upon this line of work for a living. Several of these men have been ruptured and others have been crippled in various ways during the years they have been doing this class of work. One man in particular has spent over 39 years in this shop, having only 8 months more to serve before being entitled to pension.

Following is a list of mechanics who have been employed for over 15 years in this department:

Ernest Reim, machinist, 39 years 4 months employed.
Charles Milkey, machinist, 37 years employed.
Joshua Fisher, machinist, 32 years employed.
John Watkins, machinist, 31 years 6 months employed.
Julius Koebernick, blacksmith, 31 years 8 months employed.
Milo Cluen, blacksmith, 18 years employed.
Joe Dedario, blacksmith, 17 years employed.

These men are all well along in years and when conditions are normal would find it hard to secure employment at their age. They have given long and faithful service to this company (New York Central Railroad), and without regard to their service or physical condition have been thrown out of employment with only five days' notice. There is no reasonable excuse for the closing up of this shop, as it can produce the work cheaper than it can be bought, notwithstanding the fact that about \$500 is being paid out monthly for unnecessary supervision, as is the case in all shops of the New York Central Railroad at this point. It seems evident that the work is being bought from the Cleveland Frog & Switch Co. contrary to the provisions of the Clayton bill. Such cases as this should be investigated and these facts presented to the Railway Labor Board.

Hoping that this information will be of some assistance to you, we remain,

Very respectfully,

NASHVILLE, TENN., October 20, 1920.

N. C. & St. L. Ry. Shop No. 451.

There are employed at this point in freight-car department: Mechanics, 578; apprentices, 77; helpers, 62.

October 12 there was a reduction in mechanics of 50 men laid off. There is at this date 585 N. C. & St. L. freight and coal cars for heavy repairs, and now coming in every day.

Shortage of all kinds of material is cause of the output of cars. At least 30 per cent more cars would be put out if material was kept on hand.

BIRMINGHAM, ALA., December 27, 1920.

Laying off carmen and placing cars to be repaired in contract shops, Louisville & Nashville Railroad.

Mr. B. M. JEWELL,
Third floor Riviera Building, 4750 Broadway,
Chicago, Ill.

DEAR SIR AND BROTHER: I am sending you herewith copy of protest entered by the shop committee at South Louisville shops.

On December 18 there was on this road a reduction made in the car department alone of somewhere about 5 per cent, and at the same time the company sent somewhere about 1,000 cars to contract shops for repairs. The best that I can get is they sent 500 to the American Car & Foundry Co. at Jeffersonville, Ind., just across the river from Louis-

ville, Ky., and 500 to the car shops at Mount Vernon, Ind. These plants are working men for much less than the roads pay, and I have it that the Jeffersonville works are trying out piecework.

The men at South Louisville have taken this up with me and say that I should demand pay for the men that are laid off. I have not made any move in this yet and will not unless I have instructions to do so from the department or my International. If there is any way that I can handle this, I want you to advise me, as at this time the officials of this road will not join us in making joint statements. I would like to stop this where it is if there is any way to do it.

Fraternally, yours,

FREEMAN'S LODGE, No. 911,
BROTHERHOOD RAILWAY CARMEN OF AMERICA,
Louisville, Ky., December 18, 1920.Mr. J. C. MARTIN,
General Foreman Car Department,
Louisville & Nashville, South Louisville Shops.

DEAR SIR: We, the shop committee of the Louisville & Nashville car department, protest the present reduction in forces, for the following reasons:

The national agreement says when it becomes necessary to reduce the expenses we believe the increase granted by the Interstate Commerce Commission on passenger and freight rates is adequate to take care of all expenses; and, furthermore, the Louisville & Nashville Railroad Co. is now sending freight cars to the American Car & Foundry Co. at Jeffersonville, Ind., to be repaired, and we believe that this lay off is not for the purpose of reducing expenses. We are sending a copy of this to the railroad department, American Federation of Labor, who now has this matter before the Interstate Commerce Commission.

With best wishes, we are, sincerely, yours,

J. W. Cox,
Chairman.

KINGSTON, N. Y., December 9, 1920.

Mr. B. M. JEWELL,
President Railway Employees' Department, Chicago.

DEAR SIR AND BROTHER: Please give this letter your attention and give me some information on same.

The question I would like to ask, and it comes from the members of Lodge No. —, is as follows:

Is the railway employees' department going to let the railroad officials put us on the rocks at this point, and I might say all other points, on this line of railroad of which is the N. Y. C. & R. R.

For your information I will give you the numbers of men laid off at this point up to December 10, 1920:

October 15, 1920, 18 men laid off.

November 15, 1920, 59 men laid off.

December 10, 1920, 16 men laid off.

Total, 93 men laid off at this point.

Notice this information, Brother Jewell, and I am sure you will see that something has to be done.

For the past two years at this point we were unable to get material to work with, and we have been told that the men have laid down on the job. Now that we are 93 men short and know more is to be laid off any day, the material is coming in car after car load, and by laying off laborers and helpers company are using 80 cent per hour carmen to unload these cars. In fact, company is doing only light repairs to cars and we are told that the company does not need any cars.

This day, December 9, 1920, 90 per cent of carmen were put to work cleaning up yard. And I want to say at this time that the way things look company is going to close up this shop. I was told only a few months back that the company was going to have piecework back if they had to lay off every man, and I believe the local foreman was right when he told me those words. I might say foreman said this when I got after him for making statements about the men laying down on the job. Brother Jewell, it was not the men that laid down; it was the company; for the reason they had no material to work with, and was told so by myself more than once.

From what I glean at the present time is this: They are getting a great supply of material on hand now, so when the time comes, if they let us, they can make a great showing in the way of production in working the men under their system.

If that system will be piecework or not, I do not know, but I do know that they are after something, and the thing they are after will do us no good.

I have made complaints to you about the way the company run their system and in one case I had the pleasure of having a Government inspector come and look the place over. This inspector turned out to be a company man after the war was over and at this time is working for the N. Y. C. & R. R. Will say I made him come to time and for a few months we got material, but put back again in the same old rut. Now, Brother Jewell, why in hell was such men put out on the road by the Government?

And I want to say that the same thing applies to the interstate commerce inspectors.

For if the company had to pay the fines, they should pay for defects under the M. C. B. rules. I dare say they would not be laying off so many men for the reason that 60 per cent of the cars running to-day have some kind of a defect that is called for a fine.

Still this goes on and our men go looking for work. I say if the law covers us it should cover the railroads also. But it seems not in many cases.

Therefore, Brother Jewell, I am safe in saying that if something is not done we are going on the rocks at this point and from my letter pile it shows the same at other points.

Trusting you will give this matter your attention and that you will give me some information whereby I will be able to work out a system of holding my men. I remain, with best wishes for a Merry Christmas and a Happy New Year.

Fraternally, yours,

BUFFALO, January 1, 1921.

DEAR SIR AND BROTHER: In regard to men laid off at Buffalo, we have the following:

John Warner laid off about December 17. Company claim lack of business.

Charles Wegener discharged December 29 after two and one-half years of service. Company claimed nonproduction.

Edward Sands discharged December 30 after over two years of service. The company gave the same cause.

I quit the Nickle Plate service this morning. The national agreement means nothing with this bunch.

Fraternally, yours,

OSWEGO, N. Y., January 4, 1921.

Mr. JOHN SCOTT,
Secretary-Treasurer, Chicago, Ill.

DEAR SIR AND BROTHER: * * * in regard to condition on the N. Y. C. at this point and how the men feel about it.

Now, Brother Scott, the yards here are full of crippled box cars, with no room for any more. The company blame the men for not getting out the production of cars, but the fact has been that the company would not furnish us with material. If we wanted a nut or washer, we would have to look around on the floor for old ones, losing time looking for them. When we wanted bolts we would have to wait until they were cut to the length we wanted it and then threaded over. If we wanted lumber, we would have to look up the assistant foreman and order it. And that is the way things have been at this point.

And the men think that this should be taken up with the wage board. In March, 1919, the shop here was full of steel flat cars—that was under Government control—and the foreman only had about 24 men cutting them down with sledges and crack chisels and driving rivets. The rest of the men were walking around the shop and doing nothing at all and drawing their pay, but there was no lay off then. Why? The Government was paying for it and not the N. Y. C. Now we have all kinds of work and we are all laid off.

Our understanding is that when we got our last increase in pay the I. C. C. granted the company in 48 hours an increase in freight and passenger rates to overcome this increase in pay, and just as soon as the company got it working good they lay the men off. We think that the company not only are trying to break the national agreement, but they are going against the I. C. C. decision.

Fraternally, yours,

P. S.—The company are sending steel gondola to other shops.

HORNING, N. Y., December 16, 1920.

Mr. JOHN SCOTT,
Secretary-Treasurer R. E. D.,
4750 Broadway, Chicago, Ill.

DEAR SIR AND BROTHER: This letter will call your attention to the situation in the carmen's draft on the New York Central Lines both east and west.

I am in receipt of information as follows: West Albany shop to close, no information as to how long. Horning heavy shop to close down December 22 until January 3, 1921. Lyons shop to close December 22 to January 3, 1921; Rochester same suspension; Oswego same suspension, making time loss for estimated total of 2,000 men of 10 days' time.

Have also received information to the effect that the M. D. T. contract shop at Rochester, N. Y., and the American Car & Foundry Co. at East Buffalo, are hiring all available carmen regardless of their years of experience.

Please refer to your letter to Brother — under date of December 11, in which you refer to cars that have been set aside by the Maine Central Railroad in anticipation of same being sent to Laconia contract shop, and in which it is stated that while those cars have been stored none have been actually sent, and in which the inference may be drawn that the delay is possibly caused by thought of future developments.

May I state, Brother Scott, that while this may have deterred the Maine Central from shipping those cars to contract shops we, on the New York Central, have as yet to discern any hesitancy on the part of this road to make such shipments, and it is a fact that if your department will send some one to either Buffalo or Detroit they will find long strings of such cars which are waiting repairs while our men are being laid off.

On the long-distance phone this evening in conversation with Brother —, of Lyons, N. Y., he informs me that a proposition will be shortly be submitted to the men. You may form your own conclusions as to what this proposition will be.

There can be no doubt that opposed to us we have the shrewdest men in the world, and that this condition is part of a well-planned campaign, having for its object exactly what I am afraid may result from this procedure.

Hoping to hear from you that there will be some definite action taken on this in the very near future, I remain, with kindest wishes for a happy holiday season,

Fraternally, yours,

[From Avis Car Shops, New York City.]

JANUARY 19, 1921.

Mr. B. M. JEWELL,
Railway Employees Department,
American Federation of Labor,
Washington, D. C.

GENTLEMEN: Can some of you men there assist us here? Now, some of us have been out of work over two months. Some of our families are suffering. Plenty of work here, but they are sending it away to piecework shops. Men who have been faithful employees for 20 to 35 years in service won't even give passes. Some of us have relatives at a distance; we could visit if we had passes for to travel on.

Living so high, rent and fuel high, some of us trying to buy homes. My God, what are we to do? We hope you men in Washington can do something. Try to make it unlawful for railroad strikes. When men are forced to work like slaves, then let them close their shops in this way. Help us.

AVIS CAR MEN.

MUSKOGEE, OKLA., December 15, 1920.

DEAR SIR AND BROTHER: Referring to your letter of the 15th, for your information beg to advise that on August 1 there was a reduction

in our force at this point of 15 men. The reason given by the company was shortage of money. However, on the same day the lay off went into effect a hospital train of about 60 bad-order cars was run down from here to Denison to be repaired at that point. Tell the men that were laid off that all that wished could go to Denison and go to work.

Following is list of carmen that were laid off:

H. S. Line, Muskogee.
B. McLaughlin, Muskogee.
L. B. Pallace, Muskogee.
T. J. Austin, Hutchie.
R. G. Ellison, Muskogee.
R. O. Schreckewegant, Muskogee.
Claude Bogan, Muskogee.
W. A. Watts, Muskogee.
T. E. Cross, Muskogee.
O. I. Madloch, Muskogee.
W. H. Cluck, Fort Smith.
John Brown, Muskogee.
D. B. Gregory, Muskogee.
John Thorman, Muskogee.
Nick Cobb, discharged for sleeping on duty.
S. J. Fuller, Muskogee.

[This report was made by —, M. K. & T. System, Muskogee, Okla.]

NOVEMBER 15, 1920.

Mr. JOHN SCOTT,
Secretary-Treasurer Railway Employees' Department,
American Federation of Labor.

DEAR SIR AND BROTHER: Wish to advise that 40 car-repair men and carmen helpers were laid off at the New York Central Railroad car shops located in East Syracuse and Minoa, N. Y., this date, November 15, 1920.

In our opinion, this reduction of forces is not necessary, as there are plenty of bad-order cars on hand at all times, and this company is sending hundreds of cars to contract shops for heavy repairs.

For several months past and at the present time cars are being sent from our point to the following contract shops:

The American Car & Foundry Co., at Detroit, Mich.
The Ryan Car Co., at Hegewisch, Ill.
The American Car & Foundry Co., at Depew, N. Y.
The Merchants' Despatch Transportation Co., at East Rochester, N. Y.

Therefore we believe the officials of this company are not justified in laying off their own mechanical forces when at the same time they are doing all they can to keep contract shops going full blast.

The following are the names of employees who were laid off at our point, and the list shows the occupation and rate they held:

DEWITT SHOP.

Check No.	Name.	Occupation.	Rate.
166	G. Huntley.....	Repairer.....	\$0.80
163	N. Lizo.....	do.....	.80
140	J. Baron.....	do.....	.80
149	D. J. Ryan.....	do.....	.80
69	E. O'Connor.....	Carpenter.....	.80
79	J. Jawolski.....	do.....	.80
161	J. Barzel.....	Repairer.....	.80
160	W. Gedonski.....	do.....	.80
57	P. Ward.....	Track supply man.....	.62
42	F. Dethloff.....	do.....	.62
128	J. Fita.....	do.....	.62
126	R. V. Miller.....	do.....	.62
43	F. Kowalski.....	do.....	.62
159	A. Wyowas.....	Repairer.....	.80

DEWITT REFRIGERATOR BRANCH.

23	C. N. Thompson.....	Carpenter.....	\$0.80
25	G. Vannever.....	do.....	.80
12	A. Lubiamiec.....	Steel car repairer.....	.80
30	J. Porta.....	Carpenter.....	.80
46	F. J. Beagen.....	do.....	.80
37	L. M. Roberts.....	do.....	.80
31	M. E. Carter.....	do.....	.80
9	S. Swatski.....	do.....	.80
25	J. J. Albright.....	Carpenter, vacant rate, dropped....	.80
16	C. Fink.....	Repairer, vacant rate, dropped....	.80

DEWITT YARD.

20	P. Weir.....	Inspector.....	\$0.80
113	C. Howard.....	Oiler.....	.62

MINOA SHOP.

73	I. Wortteiz.....	Repairer.....	\$0.80
72	P. Dole.....	do.....	.80
71	W. Kolskoski.....	do.....	.80
70	R. F. Dunn.....	do.....	.80
69	E. G. Scott.....	do.....	.80
67	M. Picel.....	do.....	.80
66	J. Ineich.....	do.....	.80
68	T. Zanko.....	do.....	.80
40	J. Bernard.....	do.....	.80
23	W. Stever.....	Carpenter.....	.80
60	A. Doross.....	Repairer.....	.80
26	H. Aller.....	Track supply man.....	.62
14	L. Van Alstine.....	do.....	.62
24	A. Phillips.....	do.....	.62

The following mechanics, having been promoted from helpers, will be reduced to helpers:

Dewitt shop:
164. G. Fox, repairer, 80 cents, reduced to driller, 62 cents, in place of J. Bennett, who is transferred to track supplyman, same rate, in place of P. Ward, laid off.

153. W. G. Prondlock, repairer, 80 cents, reduced to track supplyman, 62 cents, in place of F. Dethloff, laid off.

32. G. M. Straub, carpenter, 80 cents, reduced to track supplyman, 62 cents, in place of J. Fita, laid off.

152. J. Jones, repairer, 80 cents, reduced to track supplyman, 62 cents, in place of R. V. Miller, laid off.

142. M. Habuck, repairer, 80 cents, reduced to track supplyman, 62 cents, in place of F. Kowalski, laid off.

162. F. Twitt, carpenter, 80 cents, reduced to oiler, 62 cents, in place of C. Howard, laid off.

Minoa shop:
63. B. Wert, air-brake cleaner, 80 cents, reduced to track supplyman, 62 cents, in place of H. Aller, laid off.

42. P. Vanisky, carpenter, 80 cents, reduced to track supplyman, 62 cents, in place of L. Van Alstine, who will be transferred to store department as laborer.

8. J. Zoganczyk, carpenter, 80 cents, reduced to track supplyman, 62 cents, in place of A. Phillips, laid off.

Attached please find two pages cut from the October New York Central Magazine, which verifies our statement regarding the sending of cars to contract shops.

Fraternally, yours,

LOUISVILLE, KY., January 11, 1921.

AMERICAN FEDERATION, RAILWAY DEPARTMENT,
Chicago, Ill.

GENTLEMEN: In seeking information concerning the Louisville & Nashville Railroad in regard to sending cars to be repaired to contract shops, the management laid off 86 mechanics in the car department and immediately announced through the press that they had contracted with the American Car & Foundry Co. to rebuild 500 coal cars, which statement was confirmed by the general foreman of the car department of the Louisville & Nashville, Mr. J. C. Martin. So far they are just beginning to deliver these cars. I found some 8 or 10 coal cars in the American Car Co. yard to-day. They are tearing those cars up preparatory to rebuilding.

I saw on my visit some 20 or 30 pairs of trucks with the body rockers on them that had been dismantled. I also learned that this work was being done piecework and that the men receive \$24 for dismantling and salvaging all material that could be used in rebuilding same. Also, that some 10 or 12 men who were laid off at the Louisville & Nashville were employed there, and that 4 of them were working on the Louisville & Nashville cars. All cars that I saw are coal cars of wood construction.

Here are the serial numbers of cars I saw that had not been dismantled: 63062, 69008, 67228, 61229, 63720, 63803, 70860, 63968.

Also find in the Louisville & Nashville yard on repair track No. 10 was filled with cars to be repaired, are 20 cars that were put in on December 16, 1920, and are still there. These are the serial numbers of those cars: 68826, 68170, 29831, 66833, 45082, 65214, 45245, 45305, 45191, 45382, 45222, 63798, 32171, 45240, 45364, 45417, 45238, 45271, 45383, 45794, which, under ordinary circumstances, should have been finished in one week's time; yet they are still there. The men work a while on them, then leave, and are sent to do other cars. They can not get those cars out; but they lay off men, and yet they said all along that it was impossible to get enough men to keep the work up that was necessary to be done to keep the road running in a healthy condition.

Yours, very truly,

INDIANAPOLIS, IND., January 19, 1921.

DEAR SIR AND BROTHER: Yours of the 15th to Brother Shaw received. I will try to give you the information desired as near as I can.

Effective January 8, 1921, 4 p. m., 60 per cent, or 72 employees, of the Cincinnati, Indianapolis & Western Railroad were laid off, or, as the M. C. B. said, he abolished all the jobs these men held.

January 14 we succeeded in replacing three men back to work on account of them being senior men.

October 4, 1920, a reduction was made and 43 employees were laid off.

October 6, 1920, a reduction was made and 50 employees were laid off.

Total, 93.

October 18, 1920, 30 employees were reemployed.

November 3, 1920, 36 employees were reemployed.

December 16, 1920, 13 employees were reemployed.

Total, 78.

Leaving a balance of 15 not reemployed.

On January 19, 1921, the bad-order car situation on the C., I. & W. was:

System bad-order boxes..... 444

System bad-order hoppers..... 28

System bad-order gondolas..... 156

System bad-order refrigerators..... 6

System bad-order stock..... 1

System bad-order flats..... 1

Total..... 636

Foreign bad-order cars..... 34

Total..... 670

Cars owned and operated by the C., I. & W. R. R.:

Boxes..... 1,748

Refrigerators..... 9

Stock..... 90

Hoppers..... 102

Gondolas..... 443

Flats..... 45

Total..... 2,437

Note that more than 25 per cent of their cars are bad order. The C., I. & W. have placed an order in contract shop for 300 new cars, but

have not sent any cars for repairs yet, and claim they do not want to if they can get them repaired at home shop as cheap. They gave a contract to the A. M. C. Foundry Co. about a year ago and they paid \$200, or more than the cars would have cost them at home.

Wishing you success and awaiting a favorable reply, I remain,
Fraternally, yours,

Tony Gulewek, car repairer; Jacob Stosck, car repairer; Domrnie Sepevesch, steel-car repairer; Justis Malaskis, steel-car repairer; Jacob Lewicki, steel-car repairer; John Lachik, steel-car repairer; Martin Scharz, steel-car repairer; Mike Dozewicki, steel-car repairer; John Wojton, steel-car repairer; Wawrzyniec Liss, steel-car repairer.

This is the report that Brother Tanney advised me to send you. He also stated that you wanted the amount of cars that were sent to contract shops. I couldn't give you the exact number of cars that have been sent there, but on the average of 75 per cent of the work that was being done here is now being sent to the Illinois Car Manufacturing Co., at Hammond, Ind. Some cars are going in for general repairs and others for light. Also, I wish to state that the M. C. has abolished all their steel-car work at this point in the 6, 7, 8, and 9 thousand series. These have also gone to the above-mentioned company and are still going, and also the following series in automobile and box cars:

Five and eight thousand series automobile cars and from 19000 to 19999, and also from 44000 to 49999.

All the above-mentioned cars are being sent to the Illinois Car & Manufacturing Co., at Hammond.

The M. C. R. R. also has cars stored at the following stations: Kensington, Argo, Calumet Park, Hammond, Gary, East Gary, Tolleston, Porter, Furnessville, and Michigan City, waiting for room at the Illinois car shops for repairs.

The foreman sent an inspector to these stations last week and part of this week to check up on these cars, and he told me that there was something around 700 cars at the above stations in bad-order condition being held for disposition, for the Illinois car shops or the Ryan car shops or the American Car & Foundry Co., at Detroit.

There is also an average of from 6 to 10 cars come into this yard every day from other roads in bad-order condition and are carded to the Illinois Car Co. for repair. Of course, they are all M. C. cars.

Hoping this is the information you are looking for, I remain,

Yours in T. B. L.,

COLUMBUS, OHIO, November 19, 1920.

Mr. JOHN SCOTT,

Secretary-Treasurer Railway Employees Department,

Third Floor Riviera Building, 3750 Broadway, Chicago, Ill.

DEAR SIR AND BROTHER: Under date of the 12th instant we wrote you relative to the Hocking Valley sending cars out to have rebuilt.

This situation is becoming more serious. At our large car shop at Logan, Ohio, another reduction of 22 per cent in the forces will be put into effect December 1.

The cars they are sending away, it is said, cost from \$100 to \$150 more per car than it cost to repair them at home.

It is a piecework scheme, and all men contemplate leaving the service when the reduction above referred to goes into effect. So it will be the latter or piecework.

Therefore if there is any way possible to assist in this matter, please do so without delay.

Fraternally, yours,

BUFFALO, N. Y., October 26, 1920.

Mr. R. A. DAVIS,

Secretary-Treasurer, Buffalo, N. Y.

DEAR SIR AND BROTHER: The Ann Arbor Railroad Co. has sent some of her engines, also five freight cars, to Manitowoc Westconner Ship-

yards for repairs, and we have heard here that the reason that they sent them away is that they do not have to pay the machinists and carmen as high wages and do not have to abide by the national agreement in the shipyards and contract shops, and that it won't be long before

all of the heavy repair work will be done in the shipyards and in contract shops in order to avoid having the work done under the national agreement and paying the wage award rating. Can you advise me as to whether there is any truth in it that the men in the shipyards and contract shops are doing this work cheaper? The reason I am writing you is that the officials notified 28 carmen last Friday, October 22,

that they would be laid off Thursday, October 28; they also have laid off 17 men in the machine shop and boiler shop, and we are working eight hours a day in the entire system. At this moment I have just received a correct statement of how many engines that have been sent away. The company has sent three engines to Manitowoc Shipyards,

one to Battle Creek, and two engines to a shop somewhere in New York State. Also, Brother Davis, is there any show for us to have the honor of having yourself or Brother F. MacKenzie or some representative to come here and make several questions clear to us that we do not now understand and to give a talk to the brothers here? If yourself or Brother MacKenzie will come, we will assure you a big crowd, for we will have the Durand Lodge of Grand Trunk men come over, so, if

some one will come, please let me know in time so as I can notify them, as they are only 12 miles from here, and we have about 200 men working here, and I can assure you they will all be on hand if some one will come.

Fraternally, yours,

ST. THOMAS, ONTARIO, CANADA, December 24, 1920.

Mr. B. M. JEWELL,

DEAR SIR AND BROTHER: I have been instructed to advise you that upwards of 200 carmen have been laid off in St. Thomas, Ontario, Canada. There has been about seven or eight hundred cars sent to Calumet Park, near Chicago, and from there sent to some contract shops to be rebuilt. They belong to the Michigan Central, Canada Southern Division, and the numbers run from 27500 to 28499. This

lodge wants to know if you can not detail some one to find out where these cars are repaired and something done to put a stop to this wholesale lay off. If not, it means the busting up of our union, which I sincerely hope will not be the case.

Trusting to hear from you as soon as possible.
With best wishes.

HORTON, KANS., February 5, 1921.

Mr. M. F. RYAN,
General President B. R. C. of A.,
Chicago, Ill.:

In reply to your circular of January 26, 1921, wish to inform you as follows:

Normal force of carmen at this point, about 275.

Men laid off since November 5, 1920, about 175.

Bad-order cars in shop and yard at this point, about 250 or 300.

The officials at this point made very little objection to comply with the national agreement in regard to the employment of apprentices.

A few months after the national agreement went into effect a sufficient amount of apprentices was available to comply with the agreement. Number of apprentices now in service at this point about 20, and the proper ratio always maintained.

Do not know of any bad-order cars being sent to contract shops from this point.

In regard to piecework, would like to say, as one who has been connected with it for several years, that I think piecework contains all the disadvantages mentioned in your circular and some that are not mentioned.

Will try and give you a letter on piecework under later date.

Yours,

COLUMBUS, OHIO, December 22, 1920.

Mr. B. M. JEWELL,
President Railway Employees Department,
Third Floor Riviera Building, 4750 Broadway, Chicago, Ill.

DEAR SIR AND BROTHER: This is to acknowledge receipt of your favor of December 1 in reference to contracting on the outside for the repair of cars or of locomotives and laying off men, etc.

Will advise the number of cars the management of the Hocking Valley are having repaired on the outside by signed contracts are:

Steel Car Co., Chicago, Ill., 500 cars.

Kopple Steel Car Co., Kopple, Pa., 500 cars.

Interstate Car Co., Indianapolis, Ind., 500 cars.

Ralston Steel Car Co., Columbus, Ohio, 500 cars.

The approximate cost per car, so far as we have been able to obtain, will reach \$1,200 or more. We have found no reliable means by which to check up the actual cost per car as to whether or not it would be greater in outside shops than in their own well-equipped shops. However, when the additional cost of \$150 per car was put to the general manager he replied, "We have got to get our cars in service, regardless of the cost." Had our assertion been false, he assured a very heated argument would have ensued.

Negotiations began for the contract for the above cars in October, 1919, but same was not concluded until following termination of Federal control, general manager said, "With the incoming system of cars from these concerns, we will not need near so many men to take care of our car situation," he also said.

Since the abolishment of piecework we have constantly been tormented by the management with the cry of reduced production with increased cost, particularly at Logan car shops, until recently. We bettered them in reasons for reduced production and assured them that there was no possible chance of resorting to piecework again. Now the high ranking officers have refused to even mention piecework, but the subordinates of Logan shops are confidently slipping information to business people of Logan that there is no need of the men being laid off; if they would work piecework, they would have all the work they could do, and big pay, too. So this is the course they are pursuing by which to weaken the men and again install piecework, it is assumed.

Approximately 400 men have been laid off at Logan shops, the percentage being largely car men, since November 1, with also slight reductions in all crafts at other points. The force at Logan shops now consists of about 40 men, in addition to the regular supervisory forces, numbering 13 or 14, but it is the present intention to restore the operation of Logan shops January 3, with 220 men, superintendent of motive power says.

As to other information regarding number of men laid off, etc., since July 1, I hope to have this compiled and ready for mailing in the very near future.

With best wishes, I am,
Fraternally, yours,

ST. PAUL, MINN., January 17, 1921.

Mr. MARTIN F. RYAN, Mr. LELAND OLDS, Mr. JOHN SCOTT, and Mr. S. GRACE.

DEAR SIR AND BROTHERS: For your information I furnish the following figures on reductions in car forces on the Great Northern Railway between the dates of November 28 and January 13:

One thousand five hundred and seventy-six carmen have been laid off, 177 carmen helpers, and 22 carmen apprentices. In addition to the above:

Seventy-five carmen were laid off at Hillyard, Wash., January 15.

Seventy-nine carmen were laid off at St. Cloud, Minn., January 14.

Seventy-five carmen will be laid off at St. Paul, Minn., January 18.

One hundred carmen will be laid off at Great Falls, Mont., January 19.

One hundred and forty-four carmen will be laid off at Minneapolis, Minn., January 21.

And others along the line which I will report after receiving correct figures.

The above makes a total of 2,049 carmen, 177 helpers, and 22 apprentices out of a total force of 4,876 mechanics and helpers on the system.

At the same time the Great Northern is contracting some of its heavy repair work to the Seims-Stembel Car Repairing Co. I was through the plant last week and counted 14 Great Northern box cars in sight undergoing repairs, and there must have been others, as I could not get into all the eight tracks in the shop. I also saw many Soo Line, Omaha, and M. & St. L. cars in the shop. Forty-two cars in all from these four roads and six other Great Northern cars outside waiting to be stripped down.

Mr. Stembel was with the Great Northern for 19 years as a clerk and secretary to various general superintendents, etc., and from what I could learn has very little funds of his own. Mr. Seims is a young man who has been quite successful in the highway construction and contracting work, but admitted to me the car game is all new to him.

From the manner in which certain Great Northern officials discuss the plant and the ill-concealed pride they taken in it, I am led to believe it is financed by other than Seims-Stembel & Co.

I learned that the first 13 cars turned out were for the Soo Line, and the carmen did not make shop rates of our men. This was excused by Mr. Seims on the grounds all material was not at hand.

The two blacksmiths are rated at 75 cents per hour.

Yours, fraternally,

DUBOIS, PA., December 11, 1920.

Mr. JOHN SCOTT,

Riviera Building, 4750 Broadway, Chicago, Ill.

DEAR SIR AND BROTHER: This is to advise that there are hundreds of crippled cars on the B. R. & P. system, some of which I am informed have been out of service for weeks, yet there is a claim of car shortage in all the papers.

Also that the heavy power, both passenger and freight locomotives, are badly used up at present, and while men are being laid off we are instructing those working to close all overtime work as a protective measure. With best wishes,

I am, fraternally,

BUFFALO, N. Y., October 30, 1920.

B. M. JEWELL,

President Railway Engineer Department,
4750 Broadway, Chicago, Ill.

DEAR SIR AND BROTHER: It is reported to us that the Cleveland, Cincinnati, Chicago & St. Louis Railroad, the Michigan Central Railroad, and the New York Central Railroad had a reduction in force, and after investigation we find that the C., C. & St. L. and Michigan Central have had about a 10 per cent reduction. The New York Central have also had a reduction but we have not at this time got the percentage.

It is also reported that the C., C. & St. L. and Michigan Central were having some of their work done by the New York Central. After investigating we find C., C. & St. L. engines Nos. 6034, 6037, and 6739 in the Depew, N. Y., shops undergoing repairs.

As this is a violation by laying off men and sending work to other roads to be done we hope you will take this violation up with the proper authorities and see if you can have it stopped.

With best wishes, I remain,

Fraternally, yours,

MEN LAID OFF BY RAILROADS GO TO CONTRACT SHOPS AND WORK ON REPAIR OF RAILROAD EQUIPMENT.

The following table and accompanying letters demonstrate beyond contradiction the fact that present unemployment is unwarranted. Men who have been laid off in New York Central shops at Lima, Ohio, are here shown to be going across the street and obtaining employment in the repair of New York Central equipment at Lima Locomotive Works. That this situation is general is shown by the fact that Baldwin, while engaged largely in the repair of railroad equipment, increased its force from 10,000 to 20,000 employees. The Empire Car Shops at Kankakee, engaged in the repair of railroad equipment, had barely the nucleus of a force in October, while at present, as a result of lay offs, they have a full force.

In general, in connection with this detailed evidence, it should be pointed out that the railroads can not contend inability to pay as they will be forced to pay for the work done in any case.

The evidence from Lima, Ohio, follows:

ALLEN LODGE, No. 756,
Lima, Ohio, January 17, 1921.

Mr. R. B. GREGG,

Publicity Bureau.

DEAR SIR AND BROTHER: In answer to your inquiry under date of Jan. 10, will say that I have been longer getting the blanks filled out than I wish, but I wanted to get the correct answers to your questions of which I am sending you. You will find attached slip of the recent lay off and the names of more men who have gone to the Lima Locomotive Works, but I have learned that they have stopped work on the N. Y. C. R. R. and are working on an order for the Illinois Central R. R. of one hundred locomotives, so the men are working on this order at present. So if I can be of any assistance to you in behalf of this R. R. so I will give you the names of men laid off on Dec. 24, 1920, are as follows:

Car men: (1) Wm. Jones, mechanic; (2) Davis Johnson, mechanic; (3) V. B. Lewis, mechanic.

Blacksmiths: (1) J. W. Munper, helper.

Boiler makers' mechanics: Frank Greely, Ralph Ryan, Michael Casey, G. C. Rose, B. C. Huber, J. B. Breitigan.

There probably are more men gone to the Lima Loco., but I have not received any of the names of them.

Yours, fraternally,

Name.	Craft.	Date of leaving N. Y. C. shop at Lima.	Laid off or voluntarily quitting.	Date of securing employment at Lima Locomotive Works.	Wage rate of this man at N. Y. C. shop.	Wage rate of this man at Lima Locomotive Works.	Kind of equipment he was working on at N. Y. C. shop at date of leaving.	Kind of equipment he started to work on or is now working on at Lima Locomotive Works.
C. Paden	Carman, mechanic	Nov. 24	Laid off.	Nov. 26	\$0.80	About \$0.50.	Freight C.	Locomotive.
W. A. Ware	Carman, helper	Nov. 10	do.	do.	.62	About \$0.40.	do.	do.
H. Q. Mumper	do.	Nov. 10	Laid off.	Nov. 13	.62	do.	General pipe work.	General pipe work.
H. Fess	Sheet-metal worker, pipe fitter.	Nov. 10	do.	Nov. 13	.85	do.	do.	Testing out engines.
E. Painter	do.	Nov. 24	do.	Nov. 26	.85	do.	do.	do.
F. Pelligrine	Sheet-metal worker, helper.	Nov. 10	do.	(1)	do.	do.	do.	do.
A. Miller	do.	Nov. 24	do.	(1)	do.	do.	do.	do.
C. Alberding	Molder	Nov. 16	do.	(2)	do.	do.	do.	do.
Paul R. Denner	Electrician	Nov. 24	do.	(2)	do.	do.	do.	do.
H. Makers	Boilermaker, mechanic.	Nov. 16	do.	do.	.85	do.	General boiler work.	Left service; calking since.
E. Hughes	do.	Nov. 16	do.	do.	.85	do.	do.	General boiler work.
Ralph Tayler	do.	do.	do.	do.	.85	do.	do.	Tank work.
C. Baughman	do.	do.	do.	do.	.85	do.	do.	Testing boilers.
A. E. Stevenson	do.	Nov. 24	do.	do.	.85	do.	do.	General boiler work.
W. C. Ashton	do.	do.	do.	Nov. 26	.85	do.	do.	Calking boilers.
E. Wendelmoot	do.	do.	do.	do.	.85	do.	do.	Applying washout plugs.
W. A. Growden	do.	do.	do.	Dec. 2	.85	do.	do.	Helping, machine shop.
G. Fidler	Boilermaker, helper	do.	do.	do.	.62	do.	Helping boilermaker.	Heating rivets.
E. O'Brien	do.	do.	do.	do.	.62	do.	do.	Helping staybolt gangs.
P. Korn	do.	do.	do.	do.	.62	do.	do.	do.
Joseph Reynolds	Machinist, mechanic.	Nov. 10	do.	do.	.85	do.	General machinist's work.	General machinist's work.
Walter Cullen	do.	do.	do.	Dec. 5	.85	do.	do.	do.
E. G. Swaney	do.	do.	do.	do.	.85	do.	do.	do.
W. E. Welsted	do.	do.	do.	do.	.85	do.	do.	do.
John Doyle	do.	do.	do.	Dec. 20	.88	do.	Air man.	do.
Chas. Sheldmadine	do.	do.	do.	do.	.85	do.	General machinist.	do.
T. R. Brown	do.	Nov. 16	do.	Dec. 18	.85	do.	do.	do.
C. Greeland	do.	do.	do.	(1)	do.	do.	do.	do.
W. Pitcher	do.	Nov. 24	do.	do.	do.	do.	do.	do.
Chas. Springer	Machinist, helper	Nov. 16	do.	(1)	do.	do.	do.	do.
J. Gettis	Machinist, mechanic.	Nov. 24	do.	Dec. 1	.85	do.	General machinist.	General machinist.
C. Spriggs	do.	do.	do.	do.	.85	do.	do.	do.

¹ Not working at L. I. Co.

² Buckeye Molding & Machine Co.

³ Working at the Ohio Electric R. R. Co.

[List of men who shifted from New York Central Railroad shop to Lima Locomotive Works, showing whether they are now working on New York Central locomotives at the locomotive works.]

Opposite the name of each man write "Yes" if he is now working on New York Central locomotives at the Lima Locomotive Works, or if he has done so at any time since he came from the Lima Locomotive Works after his lay off. If he is not or has not been engaged on New York Central locomotives at the locomotive works, write "No" opposite his name: E. G. Swaney, yes; W. E. Welsted, yes; John Doyle, yes; Charles Sheldmadine, yes; T. R. Brown, yes; C. Greeland, no; W. Pitcher, yes; Charles Springer, yes; J. Gettis, yes; C. Spriggs, yes. (Prior to Jan. 17, 1920.)

ALLEN LODGE, No. 756,
Lima, Ohio, January 20, 1921.

Mr. R. B. GREGG,
Publicity Bureau,
4750 Riviera Building, Chicago, Ill.

DEAR SIR AND BROTHER: Just received your special letter under date of Jan. 19th. Will state that the men names you sent me on those blanks that I sent back to you with the word yes are the men that was working on N. Y. C. R. R. engine. Every one with the word yes opsite there names is a correct list of them, and you look at your large report that I sent you and you will find the date they went to work on the engines, and have been working on them untill on or about 17 of Jan., 1921; and I have learned that they are going to work on them again in a short time again and work the N. Y. C. order out with the I. C. R. R. order. So you can readily see that will be on the N. Y. C. R. R. order in a very short time again. I have 4 spotters working in the Lima Locomotive, who will get me all the information they can, and as fast as they can, and just as fast as I can get it I will send it to you. I just recived a letter from Brother John Scott of a number of contract shops who is unfair to union labor. I will also give you what I know about them: The Lima Locomotive will discharge a man if they know him to be a union man and will not hire any one who they know to be a union man, and the Enter State Car and Foundry Co. is the same way, and the Buckeye Eye Machine Co. is like wise, and the Garford Automobile Co. is like wise, and the Union Tank Line Co. and the Solar Refinery or the Standard Oil Co. is like wise, and if I can learn of any other in Lima I will send them in as quick as I can get them. All of these I have mention exapt the Enterstate Car and Foundry Co. is in Lima, Ohio. I hope I have given you the information you desire. If not, you may call on me again and I will do the best I can.

Yours, fraternally,

[List of men who shifted from New York Central Railroad shop to Lima Locomotive Works, showing whether they are now working on New York Central locomotives at the locomotive works.]

Opposite the name of each man write "yes" if he is now working on New York Central locomotives at the Lima Locomotive Works, or if he has done so at any time since he came from the Lima Locomotive Works after his lay off. If he is not or has not been engaged on New York Central locomotives at the locomotive works, write "no" opposite his name: C. Paden, yes; W. A. Ware, no; H. W. Mumper, yes; H. Fess, yes; E. Painter, yes; F. Pelligrine, no; A. Miller, yes; C. Alberding, no; Paul R. Denner, no; H. Makers, no; E. Hughes, no. (Prior to Jan. 17, 1920.)

[List of men who shifted from New York Central Railroad shop to Lima Locomotive Works, showing whether they are now working on New York Central locomotives at the locomotive works.]

Opposite the name of each man write "yes" if he is now working on New York Central locomotives at the Lima Locomotive Works, or if he has done so at any time since he came from the Lima Locomotive Works after his lay off. If he is not or has not been engaged on New York Central locomotives at the locomotive works, write "no" opposite his name: Ralph Tayler, yes; C. Baughman, yes; A. E. Stevenson, yes; W. C. Ashton, yes; E. Wendelmoot, yes; W. A. Crowden, yes; G. Fidler, yes; E. O'Brien, yes; P. Korn, yes; Joseph Reynolds, yes; Walter Cullen, yes. (Prior to Jan. 17, 1921.)

EXHIBIT VI.

THE PURPOSE OF OUTSIDE REPAIR.

[Presented by the railway employees' department, American Federation of Labor, and its affiliated organizations, at the hearing on rules and working conditions before United States Railroad Labor Board, Chicago, Ill., 1921.]

This exhibit contains a number of documents which tend to prove that the railroads have in mind the creation of dummy corporations, with a view to leasing their shops to these corporations. In other words, the contracting with outside equipment companies for their repair work is but a part of a much larger program by which they hope to remove their maintenance work from under the conditions established by such Government bodies as the Railroad Labor Board.

The first document in this exhibit is an extract from the December 10 Market Letter of one of the important New York security brokers. It shows merely that the financial group was discussing the probability that the Pennsylvania Railroad would lease its shops to the Baldwin Locomotive Co. with a view to getting out from under the wages and conditions established for railway employees by the United States Railroad Labor Board.

Following this document are four documents of considerable length, which deal with the actual experiment of the Erie Railroad in pursuance of just this policy. The Erie Railroad created a dummy corporation, which has taken over and operated its repair shops at Hornell, N. Y., doing not only the regular shop work but also, to a certain extent, the running maintenance work for the whole region.

In this connection it is interesting to recall the fact that the Erie Railroad in the spring of 1920 attempted to escape certain Federal provisions, especially the 8-hour day, in its harbor work, by creating a dummy corporation to operate its tug boats, barges, etc. The Attorney General, after examining evidence proving the fact that this was merely an attempt to evade Government provisions, made a ruling that harbor labor work still came under the Federal provisions in regard to interstate commerce. As a result, this experiment proved more or less of a fizzle.

In the case of the Hornell shops, however, the proposition seems to be still in operation. The documents are:

(1) A report made at the request of the railway employees' department soon after the dummy corporation took over the shops. It brings out a number of facts showing there was no real separation between the new management of the shops and the Erie Railroad.

The determination of policy and practically all financial matters were still handled, as is obvious from this report, by the railroad itself.

Following this report are the minutes of two meetings—one held between the representatives of the employees and officials of the Erie

Railroad for the region, the other held between the same representatives of the employees and officials of the new Hornell Repair & Construction Co. In general these minutes simply tend to show the extent to which the new and supposedly independent repair corporation was actually owned and controlled by the Erie Railroad, there being, in reality, no separation as that which was pretended.

The final document in the matter of the Hornell shops is the certificate of incorporation for the new Hornell Repair & Construction Co. This is included with a view to demonstrating the fact that the corporation has, in all probability, been created by no local business men in Hornell as pretended but by the financial ring in New York which controls the Erie Railroad and practically all of the other railroads in the country. In other words, the nature of the certificate of incorporation is very different from the certificates of incorporation of certain other local equipment corporations created more or less independently.

A careful reading of this certificate will show it to be drawn for uses in the future far more extensive than that of a mere equipment repair concern. Briefly, it enables the incorporators and the future users of the corporation to engage in practically every known business, manufacturing and otherwise. It is empowered to manufacture, sell, etc., practically everything from buildings to farm implements—from sleighs to automobiles and airplanes, and, in addition, by section 21, it can become a holding company for corporations of all kinds.

This should be enough to demonstrate the fact that the men who created the corporation created it with a view of having such a blanket power in hand for any future uses to which they chose to put it.

Briefly, then, the main part of this exhibit aims merely to pick out and show a specific example in which one of the banker-controlled railroads is experimenting in the leasing or subcontracting of its maintenance work. It shows very clearly that the operation is not a bona fide separation, but merely an evasion of the responsibilities and conditions imposed by the transportation act.

Following the material concerning Hornell are a few letters with reference to the Empire car shops, at Kankakee, already referred to in Exhibit 4 where the New York Central Railroad appears also to be deeply interested in a local shop which is doing repair work for that railroad. The letters merely show that there is a working understanding between the New York Central Railroad and the Empire car shop.

The documents follow:

[The Market Annalist. Schmidt & Deery, members Consolidated Stock Exchange of New York, stocks and bonds, New York. Vol. VII. Dec. 10, 1920. No. 294.]

A NEW FAVORABLE FACTOR AFFECTS EQUIPMENTS.

In recent market recoveries, the railroad equipments have likewise displayed more vigor than the general industrial list.

Last week a fatherless rumor made its appearance in Wall Street, whispering that Baldwin was negotiating with the Pennsylvania Railroad for the acquisition of the Altoona shops of the railroad. Nobody with the slightest knowledge of conditions took over seriously at this time such a report which, naturally, was promptly denied.

There is some fire, however, where there is smoke. The end which would be achieved by this transaction not only can but most likely will be attained in another manner.

POSITION OF EQUIPMENT COMPANIES.

We have repeatedly said that we expect the rails to dominate the next bull market. We have also pointed to the equipment companies as representing the industry to benefit most directly by railroad prosperity.

The equipment companies have one advantage over the steel companies, in the following respect:

Their business need not necessarily be affected by fluctuations in the price of materials. Very often the railroads themselves buy the raw materials for car manufacture, especially steel freight cars, directly from the mills, and the car builder is paid only for the work done. This procedure is very satisfactory to both parties. It can not be followed, of course, with locomotives and passenger cars, but the steel freight cars supply a sufficient bulk of the business to make the practice important. In this way car builders are in fact benefited by declines in steel prices, because such declines enable the roads to buy more. This is one reason why we favor the equipment issues over steels.

Of particular interest at this time is, however, the substance which lies behind such rumors as the Baldwin-Pennsylvania deal.

It is known generally that railroad labor and railroad managers are not on the best of terms. Labor wants to have a centralized Federal board to deal with all questions arising out of conditions of employment and wages. This the managers oppose, preferring to deal with regional boards, which are more certain to make allowances for local conditions. As the matter now stands the railroad shops are practically all unionized, although nominally they are run on the open-shop plan. The rates of wages have been fixed by the last increase, granted some time ago, and it is not within the power of the individual railroads to readjust the wages downward to conform with conditions prevailing or about to prevail in similar industries.

BIG BUSINESS EXPECTED.

Here the advantage of private operation of equipment shops comes in. None of these will be prevented from deflating wages. None of them will be hindered in its endeavors to take the fullest advantage of the general easing in the labor market. The result may very possibly be that all kinds of work, whether repairs or new construction, will be executed in the privately owned equipment plants under a much lower wage scale than does and will prevail in the railroad shops, which come under the jurisdiction of the Railroad Labor Board.

This condition may have one result: The roads, seeing that they can get their work done more cheaply outside of their own organizations, will naturally divert all work they can to the outside plants. They can do so with practically all new building, and our opinion is that next year will see a far greater proportion of new-equipment construction done by private companies than ever before. Still more pronounced will be the effect on repair work. Hitherto a great deal of it has been done in the railroad shops. Now, under present conditions, only that which is in the nature of maintenance and emergency work is likely to be allotted to the shops. Everything involving the tying up of equipment for a longer period and the expenditure of an amount above a certain minimum may go to the car builders.

MARKET OUTLOOK.

There is not now any prospect that action by railroad labor, either by the shopmen alone or in connection with others, could prevent this development. The only thing which could do so would be acceptance

of a reduction in wages by railroad shopmen and the reestablishment of piecework. We do not think this is likely at the present time. Consequently the business of the equipment companies appears certain to receive an impetus not known before, and the effect should show itself early in the price of the equipment issues. We are of the opinion that it is showing itself even now, since those issues have stood out strongly by their ability to recover from the declines which they suffered in conformity with general market conditions.

Six leading equipment stocks on the New York Stock Exchange are: American Car & Foundry, American Locomotive, Baldwin Locomotive, Pressed Steel Car, Railway Steel Springs, and Haskell & Barker.

Since September these issues have suffered declines ranging from 13 to 24 points, making their lows November 19 or 20. From these lows they have rallied in a very vigorous fashion, none of them less than 35 per cent and an average of 42 per cent. In the same period the average of 25 promiscuous industrials has recovered only about 20 per cent of its decline from September to November.

The steel issues have moved in conformity with the average. Six representative issues are: Republic Steel, Bethlehem Steel, Midvale Steel, Lackawanna Steel, Sloss-Sheffield, and United States Steel. They suffered declines from 10½ to 23 points in the period from September to November 19. Since their lows they have rallied in a far less vigorous fashion than the equipment stocks. The exceptions are only United States and Lackawanna Steel. None of the others rallied over 26 per cent. The average of the recovery from the declines was 28 per cent.

The technical strength of the equipment stocks is markedly different. There the decline in market value for the same period varies from 15 per cent to 29 per cent, giving an average of 21 per cent.

These sets of figures show that in the first place the value of the equipment stocks has declined considerably less than that of the steel issues.

MEADVILLE, PA., May 28, 1920.

MR. R. M. JEWELL,

Acting President Railway Engineers Department,

American Federation of Labor Building, Washington, D. C.

DEAR SIR AND BROTHER: In connection with the situation at Hornell, N. Y., the following is deemed of sufficient value, considering the purpose for which same is intended, to bring to your attention.

The M. C. B. clerk at Hornell, an employee of the corporation, makes charges for work done on all foreign cars, but no effort is made to keep account on work done on Erie cars.

Air-brake inspectors, Erie employees, have been required to do work on cripple track; all repair work on cripple track is supposed to be done by the corporation. In fact, that territory is covered by the lease. No record is kept of time so spent.

The railroad has no car repairers at Hornell, and because of this the cost of operation is increased thousands of dollars annually. Mr. Davies, shop superintendent, not realizing my mission, explained it to me himself after this fashion: Other car yards have men to make light repairs right out in the train yards; at Hornell, under the new operation, they have only inspectors out in the train yards. These are regular Erie men. If they detect a car requiring repairs, regardless of whether it is a fast freight or not, the car must be taken out of the train and switched over to the corporation's cripple tracks. This has been done for such a small operation as putting in a new brass. This not only delays traffic unnecessarily but adds greatly to the expense because of the time and labor used in switching. I was assured that this amounted to thousands of dollars per year.

Though the railroad does not have car repairers at Hornell yards, yet for some reason they will borrow men from the corporation to do work that could have been done more advantageously, likewise more economically, by regular Erie carmen at other points near by. For example:

On April 8, Shop Superintendent Davies called a man to go to Addison, N. Y., to put an archbar on a car. He claims that he told the mechanical superintendent's chief clerk that the railroad could cover the job more economically in this manner. Hornell is 30 miles from Addison, Corning is 10 miles, and the railroad has 16 car repairers at Corning. A train leaves Corning at about 6 p. m. and another gets back about 11.20 p. m., giving a Corning man ample time to cover the job and only need be paid time and one-half for the extra hours. This evidently did not appeal to the chief clerk, for Mr. Davies had to send one of his men. Owing to the time called and the train schedule it was impossible for this man to cover the job of once without running into double time. Therefore the man left the next day, making five hours extra, because it was before his regular starting time, and the movement of the car was greatly delayed as a result.

[NOTE.—Mr. Davies seems to think that everything is on the level, and these places where the railroad meets with unnecessary expense appear to give him no little concern.]

Referring to additional expense because of switching cars needing repairs—cars are removed for new brake shoes, brake hangers, knuckle locks, train-line nipples, and angle cocks. None of these operations should require more than 20 minutes, and the car could be kept in the train, but they are now handled as already outlined.

Referring to the work done in the back shops and roundhouse, the railroad company employs about nine inspectors to check over the work done by the corporation. While it is true that inspectors were always used, they never had this many. The chief inspector gets about \$250 a month, while the others are rated at 72 cents per hour. This chief is not a regular mechanic, but used to do clerical work, and as notary public swore to work performed. Under former management he did a little engine inspecting on and off for about two years. These inspectors have been giving orders that, effective April 1, all work must be 100 per cent perfect. The first week of April seven air pumps were taken off of engines, this being more than had been removed in four months before. The inspectors evidently are trying to increase the amount of work without an increase in production or else are trying to make it evident that their jobs are really essential. Often an air pump with a defective head is taken off and another put on while the old one is being overhauled; still a new head could have been applied without occasioning all of this additional expense. During the month of February, 1920, under Government control the back shops turned out 20 engines; during the month of March, 1920, under the corporation the back shops turned out but 12 engines. This is partly explained by the fact that February was what is termed on the Erie as a test month, during which time all points on the road compete for maximum production. However, in my estimation that shouldn't alter the value of the foregoing very much.

As everyone acquainted with railroad work knows, if certain work be done beyond a certain degree of perfection no real value results, in so far as the operating qualities of the locomotive is concerned. However, the inspectors of the railroad require much work that has never been considered necessary before, in so far as quality is concerned. It can be readily seen that this decreases the output while the expense of same is greatly increased. The officers of the corporation keep telling the employees that they are going to have lots of work and that they will have to put on more men. Perhaps the methods just cited are going to produce this additional work.

Shortly after the corporation was formed the local committee agreed with Mr. R. Bull, corporation secretary, to go along on the semimonthly plan of paying off, which had been the practice right along. However, to the surprise of both men and corporation officials, President Underwood, of the Erie, sent word that the men must be paid in cash every week. (This, I believe, in agreement with a New York State law.) Accordingly money was received from New York, evidently sent by the railroad, and the men were paid off at the depot. Things were so disorganized that it took an entire day to pay the men that are usually covered in about two hours. Mr. Nugent, the corporation president, was greatly surprised about the money coming in and so expressed himself, it being the idea of the corporation to pay but twice a month. Now, then, if the treasurer of corporation doesn't know any more than that about the paying-off policies it would appear that the officers of the new corporation were merely figureheads, being used by the railroad to gain ends known to themselves. After the corporation had been in operation about one week I was told by their secretary that about \$5,000 of the required \$50,000 had been paid into the treasury. Unless the railroad was unusually prompt in paying the corporation for the work done by them, where would the money come from to pay the employees?

Mr. Woodruff, manager of the Hornell region, held a meeting with Mr. Davies, a corporation man, and wanted him to get up several ball teams in the shop so that they might get one good one to represent the point. It is also planned to have a band and running teams, and the Hornell papers printed a letter from Manager Woodruff stating that picnics and athletic games would be put on at frequent intervals, and only enough men would need stay in the shop to keep up the running repairs. It was also planned to have welfare workers in the shop to promote athletics. If the corporation is really separate from the railroad, how can a railroad official dictate such extensive athletic policies?

The Hornell shops have a fire team composed of about 30 men. These were formerly given a division quarterly pass; they are now given mileage books which, of course, are good over the entire railroad. New ones may be had without restrictions, it is understood. The corporation pays for the entire amount that these books cost, but other employees get mileage books as follows: Employees pay \$2.70 for a 500-mile book (this is the amount paid by any regular railroad employee for same); to this the corporation adds \$13.50, making a total of \$16.20. In this way they hope to get around the interstate-commerce ruling on transportation, but how can they afford to do it if the money is not returned from the railroad or unless the railroad pays them a great price for their work done?

The corporation, in lieu of the regular passes, buys regular first-class tickets for their employees on foreign roads as well as the Erie Railroad. A man who went to Division No. 2 Convention at Scranton, Pa., showed me his ticket over the Erie and the Delaware, Lackawanna & Western. The 500-mile books are regular Erie mileage books with the name of the corporation stamped on in addition.

The inventory accompanying the change in management was completed in several days, while an inventory taken under Government control at the same place took several months.

It has long been the policy of the railroad to grant men who have a service record of 35 years or more an annual pass. This presented some difficulty in the handling of the old men in the shop, but here is the way they worked it. It was understood when the change was made that old employees would only be paid by the corporation an amount in keeping with their production; the difference between that and the minimum wage is to be paid by the railroad. This it is claimed makes these men part railroad men at least, and they are still counted as being entitled to the annual transportation. The mechanical superintendent's chief clerk told me that there are quite a few men with a 35-year record who can do work alongside of anyone, but in order to fix them up with the annual transportation they are figured at less than 100 per cent, the railroad paying the difference and the employee gets his annual pass.

A locomotive carpenter in the employ of the corporation was sent to Buffalo, where he fixed up 16 engines for electrical equipment, and about 8 or 10 at Avon, N. Y. In this work he used wire, lights, and conduit but wrote out the regular shop order for the storekeeper at Hornell just the same as if the work had been done in the Hornell shop. Am attaching a letter showing how the stores are supposed to be handled at Hornell, but unless a different shop order was used for this outside work, how could the material be properly charged to the railroad?

On May 2 James Flynn, Erie night foreman of car inspectors, brought several men to repair track and put in two pairs of wheels and did other repair work. As stated before, this repair work is covered by contract between the railroad and the corporation. As far as is known, no effort was made to keep track of work done for the corporation by the railroad men.

This concludes developments to date, and if we should be successful in securing any comparative cost figures, same will be sent on to you. Should you require anything further in connection with the foregoing, the same will be gladly attended to.

Fraternally, yours,

[United States Railroad Administration, Director General of Railroads, Erie Railroad, Hornell region.]

Minutes of meeting held at Hornell, N. Y., March 10, 1920, with the following present:

Vincent Davern, general chairman, system federation No. 100.
W. T. Riemann, general secretary, system federation No. 100.
Patrick Dooley, acting general chairman, boilermakers.
R. J. Barr, general organizer, machinists.
A. R. Miller, general chairman, sheet-metal workers.
Joseph Ringle, general chairman, blacksmiths.
J. S. Wells, acting general chairman, machinists.
Louis Mastriani, general chairman, car men.
J. T. Sullivan, secretary, car men, Hornell, N. Y.

William Briscoe, general representative, clerks.

C. P. Smith, assistant chairman, clerks.

Harry Hicks, president, machinists, Hornell, N. Y.

William Bicknell, general committeeman, roundhouse, Hornell, N. Y.

C. James, mechanical superintendent, Hornell region.

Mr. RIEMANN. Mr. James, this meeting has been called to determine what relation the employees of Hornell shop now bear to the railroad company on account of the formation of the Hornell Repair & Construction Corporation. We would like an outline of just how we stand.

Mr. JAMES. The Hornell Repair & Construction Corporation have leased the Hornell shops and roundhouse, also the car-repair yard, and they are to handle all repair work. This includes the repairing of locomotives in the rack shop, the turning of power, and regular running repair work in the roundhouse and all car-repair work in the car yard. The only employees who will be retained on the railroad company's pay roll are the locomotive inspectors, engine dispatchers and their clerks, and the car inspectors.

This company has agreed to maintain the same organization as at present. Transportation will be furnished their employees, the same as the railroad company has furnished in the past, except that it will be in a different form. It is my understanding that they are to purchase tickets instead of having passes issued.

The working conditions are to be maintained at the same level as at other points on the system.

Mr. WELLS. Will this new corporation maintain the same wage scale as at present?

Mr. JAMES. Yes. They are to pay the same rates that prevail at all other points on the Erie Railroad.

Mr. BARR. How are grievances to be handled with this new corporation?

Mr. JAMES. They will be handled by the officers of the Hornell Repair & Construction Corporation, and the working conditions will be maintained the same as at other shops on the Erie Railroad.

Mr. WELLS. Whose decision will be final?

Mr. JAMES. There will be no questions coming up but what will have a parallel in other shops, and we will have to be governed in a general way by such cases.

Mr. BRISCOE. Suppose that all shops on the Erie Railroad are turned over to contractors, and in the event that this is done there would be no parallel cases. What would be done in this case?

Mr. JAMES. This is a question that I can not answer.

Mr. BARR. Who are the officers of the new corporation, and are any of them familiar with railroad work?

Mr. JAMES. The officers of the corporation are, I believe, as follows: M. F. Woodbury, R. W. Bull, J. J. Bradley, Burr Smith, John Negent. They have employed Mr. T. S. Davey as their shop superintendent, who has been superintendent of Hornell shop for the past two years.

Mr. BARR. Suppose the men strike. How would it be handled? Are the officers of the corporation the court of last resort?

Mr. JAMES. I am not in a position to answer this question. However, I am of the opinion that in the event that a strike was apparent the manager of this region could be appealed to.

Mr. RIEMANN. In connection with the men not having regular transportation, how about the general chairmen out of Hornell shop—would they be entitled to retain their transportation?

Mr. JAMES. As the general chairmen represent all the employees on the Erie Railroad of their craft, I do not believe there would be any trouble securing transportation.

Mr. RIEMANN. How about foreign transportation?

Mr. JAMES. Foreign transportation would be handled the same as Erie transportation.

Mr. RIEMANN. Then mileage books will be a thing of the past?

Mr. JAMES. No; they will be furnished the same as in the past.

Mr. BARR. Are the old books good?

Mr. JAMES. I would not want to say positively, but I understand they are taking up the old books and issuing new ones.

Mr. DAVERN. Are the books the same as the other mileage books?

Mr. JAMES. I think they are the same.

Mr. DAVERN. Then why take them up?

Mr. JAMES. Because the new corporation has got to purchase the books.

Mr. DOOLEY. In regard to grievances pending at Hornell shop during Government control, will you handle those cases?

Mr. JAMES. Yes, sir.

Mr. SMITH. Now, as to the status of clerks—you understand the clerks' poster has been a division proposition. What is going to be the status of clerks in the shop? Am I to understand that the storekeeper's office is taken over as well as the master mechanic?

Mr. JAMES. Yes.

Mr. SMITH. They are to be taken off the company's roster, as I understand it.

Mr. JAMES. I believe they are.

Mr. SMITH. Therefore, in as far as they were employed as clerks for the railroad company, their jobs are abolished?

Mr. JAMES. Now, are you getting at seniority?

Mr. SMITH. Yes.

Mr. JAMES. They will accumulate seniority. In other words, their seniority rights will remain the same. If we want to take an employee out of Hornell shop and give him a better position at some other point, there will be no objection.

Mr. SMITH. Will they comply with the rule in advertising vacancies and new positions in so far as clerks are concerned?

Mr. JAMES. How does your rule read?

Mr. SMITH. All new positions and vacancies shall be bulletined on the division.

Mr. JAMES. You have rights on the whole division?

Mr. SMITH. Yes.

Mr. JAMES. As I understand it, they will be.

Mr. SMITH. Then, employees from that office can bid for positions in other offices on the division.

Mr. JAMES. As I understand it, yes.

Mr. BRISCOE. In that case an employee in the new corporation—I do not know what the name of it is—has the right to bid in an open position under the company's jurisdiction, and the company's men at other points have the same right to bid in open positions under this private company?

Mr. JAMES. Yes.

Mr. SMITH. Who is going to arrange to show the names of these clerks employed by the new corporation on the roster—the roster being issued by the railroad company?

Mr. JAMES. That is a proposition that will have to be worked out. I can not say at this time.

Mr. BRISCOE. Would such information be furnished by the new company to the Erie Railroad Co. for the purpose of giving this information in regard to seniority rights to the general chairman and the division chairman?

Mr. JAMES. While this is a question for the corporation to answer, I would say yes.

Mr. BARR. Apparently then a hypothetical question—we might put it up in a general way—that each and every one of the employees of the railroad now employed in the corporation would be considered employees of the Erie Railroad?

Mr. JAMES. As far as seniority rights are concerned.

Mr. SMITH. Mr. James, how can we answer some other employees not working for this private corporation when these private corporation employees are shown on the roster when they are not virtually Erie Railroad employees?

Mr. JAMES. I would answer that the same as I have before—that the new corporation has guaranteed the seniority rights to these employees the same as Erie Railroad has to its employees.

Mr. MASTRIANI. Has this private corporation agreed to recognize the general chairman of crafts?

Mr. JAMES. This is a question for them to answer.

Mr. WELLS. When the new wage agreement is made will this affect the employees of the new corporation?

Mr. JAMES. As it has previously been stated, the new corporation has agreed to meet the same wages and working conditions as is furnished at other points.

Mr. WELLS. How can the Government adjust the wages of a private concern?

Mr. JAMES. I do not understand that the Government can adjust the wages of a private concern; however, it will affect this new corporation, as this matter is taken care of in the agreement.

Mr. BRISCOE. We are trying to find out if this is not a proposition to escape the control of the Government.

(The discussion which followed it was agreed not to show in the minutes.)

Mr. WELLS. Up to the present time the men have not been considered, have they?

Mr. JAMES. This proposition was conceived and worked out by the railroad corporation and we were not considered, because we were working for the Government and not for the Erie corporation.

Mr. RIEMANN. Mr. James, these men no longer being employees of the railroad, is it not true that the new railroad law would not have any bearing on these men?

Mr. JAMES. I would say that the railroad bill would not affect this corporation, but the corporation would be affected to the extent that it is under contract with the Erie Railroad Co.

Mr. SMITH. Might I ask, is it under contract to live up to the present working conditions or to future working conditions?

Mr. JAMES. I answered that once before. I explained that it applied to future conditions. If we had better conditions at Susquehanna or Meadville this corporation would adopt the same conditions.

Mr. BARR. Would it in any way interfere with the contract with the Erie if they were to sign an agreement to pay the same wages for the same work as any other roads in this region?

Mr. JAMES. I could not say.

Mr. RIEMANN. What is the length of the contract with the corporation?

Mr. JAMES. I would not say whether it was two or three years.

Mr. BARR. Have you any knowledge of the amount of paid-in capital of this corporation?

Mr. JAMES. No.

Mr. WELLS. Will this corporation be allowed to put in other working conditions as to rates of pay if they see fit from the Erie Railroad Co.? If the piecework plan—would that be tolerated by the railroad company if they took it upon themselves to introduce it?

Mr. JAMES. As previously stated, you will be granted the same working conditions as are in effect in other Erie shops.

Mr. BARR. The question naturally arises to me is, Why was not some notice given the men? Was there any premeditated plan on the part of the company?

Mr. JAMES. I will have to answer that the way I did before. The officers of this region did not know anything about this until Thursday of last week. The reason for this was that we were working for the Government until March 1, and naturally we were not consulted by the railroad corporation.

Mr. BRISCOE. Don't you think the fact that they were working under Government control—that they should have taken their men into their confidence after leaving Federal control?

Mr. JAMES. They did just as soon as they could.

Mr. WELLS. Do you know of any salary being paid by the railroad company to this corporation?

Mr. BRISCOE. Do you know as to whether this corporation has leased the property of the Erie Railroad Co. at this point or pay rental for it?

Mr. JAMES. They have leased this property or a certain portion of it. I will get the print and show it to you.

Mr. BRISCOE. What is the capital?

Mr. JAMES. I could not say.

Mr. BRISCOE. You do not know whether they have paid in any of the capital or not?

Mr. JAMES. I do not know.

Mr. BRISCOE. I believe that according to the laws of New York State they must carry on their business according to the laws of the State; that is, if they are incorporated.

Mr. JAMES. I understand that they have incorporated under the State laws.

Mr. BARR. Do you think it has jeopardized the standing of the old employees on the railroad—men who have worked for years?

Mr. JAMES. No.

Mr. BRISCOE. As to the pass proposition, you know that a great number of your old men have passes over the system. Is it the intention that these passes shall be abolished?

Mr. JAMES. That is something that is not as yet settled. We think that the law will permit us to give passes to the 35-year men, because the passes were given them on account of long term of service. If we can not continue the passes we will give them something just as good.

Mr. BARR. Then the object of the Hornell Repair & Construction Corporation is simply and solely to enlist the sympathy of the people?

Mr. JAMES. Yes; and I would add to get more economy and efficiency. (General discussion followed, and it was decided not to incorporate same in the minutes.)

Meeting adjourned.

[Minutes of meeting between Erie System Federation and officials of Hornell Repair & Construction Corporation at the latter's offices, Hornell, N. Y., Mar. 10, 1920.]

Representatives present representing federation:

Vincent J. Davern, general chairman Erie System Federation No. 100, 159 Pine Street, Meadville, Pa.

Walter T. Riemann, secretary-treasurer System Federation No. 100, 432 Randolph Street, Meadville, Pa.

Patrick F. Dooley, acting chairman of Boiler Makers, Division 8, Erie System, 622 Monroe Avenue, Dunmore, Pa.

R. L. Barr, representing International Association of Machinists, Osborne Hotel, Auburn, N. Y.

A. R. Miller, general chairman Sheet Metal Workers, 168 Pine Street, Meadville, Pa.

Joseph Ringler, president System Council No. 13, Erie Railroad, 159 Terry Street, Hornell, N. Y.

J. S. Wells, general chairman International Association of Machinists, Duluth Avenue, Marion, Ohio.

Louis Mastriani, general chairman Brotherhood Railway Carmen, Erie System, 411 Doyle Street, Dunmore, Pa.

C. P. Smith, chairman Brotherhood of Railway and Steamship Clerks, 297 Canisteo Street, Hornell, N. Y.

W. L. Bicknell, general chairman roundhouse, Hornell, N. Y.

J. J. Sullivan, secretary car men, 27 Taylor Street, Hornell, N. Y.

Harry Hicks, president of Dolan Lodge, No. 201, International Association of Machinists, 8 Howard Street, Hornell, N. Y.

William Briscoe, general representative Brotherhood of Railway and Steamship Clerks, 209 East St. Joseph Street, Indianapolis, Ind.

Representatives of corporation present:

Mr. J. B. Bradley, vice president.

Mr. J. F. Nugent, treasurer.

Mr. R. W. Bull, secretary.

Mr. B. L. Smith, director.

Mr. T. S. Davey, shop superintendent.

Mr. M. P. Woodbury, president, was unable to be present.

Mr. WELLS. Will the gentlemen state with authority that they have full power to speak and act for the corporation in meeting the different representatives of crafts at this meeting to be held this date?

Mr. BULL. We understand that we have that authority. If you gentlemen prefer, after this meeting we can confer with the other directors and notify you at once. We understand that we have full authority to represent and that whatever we say is binding on the corporation.

Mr. SMITH. Would it not be well to have the other members of the corporation present instead of waiting until after the meeting?

Mr. BULL. We have no doubt but that we have full power to act. Our by-laws provide that the executive committee have power to proceed between meetings of board of directors, providing it has a majority representation.

Mr. WELLS. Is a majority of the board here?

Mr. BULL. It is.

Mr. RIEMANN. In the contract signed up with the Erie Railroad Co. is any mention made about jurisdiction of present railroad law in so far as it affects the employees?

Mr. BULL. My recollection is that the words "national agreement" are not used.

Mr. RIEMANN. I had in mind the railroad law known as the Cummins bill.

Mr. BULL. My recollection is that the Cummins bill is not mentioned.

Mr. DOOLEY. Will the same condition as exists at other points be applied at this point by this corporation?

Mr. BULL. This corporation will be governed in its treatment of its employees by the customs, rules, conditions, etc., of the Erie Railroad as applied at shops under the control of the Erie Railroad.

Mr. RIEMANN. Will the corporation supply the representatives of the men here with a copy of the agreement signed up with the railroad by the corporation?

Mr. BULL. We shall have to refer you to the railroad company for that.

Mr. BARR. Would your corporation be willing to sign an agreement with the employees granting any wages or working conditions covering shop employees of other railroads in what is known as the northeastern district and be willing to meet those conditions?

Mr. BULL. This corporation would be willing to sign a statement agreeing to maintain in its shops the same conditions as to wages, hours, and conditions of employment to be in exact accordance with like subjects in the shops of Erie Railroad at other points on its system.

Mr. BRISCOE. If the Erie System maintains its repair shops on its system under its exclusive jurisdiction, will you give to your employees the same favorable conditions as are obtained in any other shop under this condition?

Mr. BULL. I do not like to say yes at this time, but if any other shops of the Erie Railroad Co. are leased to private corporations, the Hornell Repair & Construction Corporation will be very glad to meet the duly accredited representative of each craft.

Mr. WELLS. At the present time, or hereafter, you are not contemplating upon changing any working conditions as now exist in this shop compared with other shops on the Erie?

Mr. BULL. It is our intention in all matters of this kind to maintain in this shop the exact conditions of employment that are maintained by the Erie Railroad Co. in its shops.

Mr. DAVERN. I see that you have evaded the brother's question referring to the northeastern region instead of using the words "Erie Railroad." Supposing they took over all shops?

Mr. RIEMANN. Is there anything in the present contract which would change the contract in event that before its expiration any or all other shops would be taken over by private corporations?

Mr. BULL. No; there would be no change in our lease, no matter whether any or all of the other shops are leased to private corporations.

Mr. BICKNELL. How long are these shops leased for?

Mr. BULL. I should prefer to refer you to the Erie Railroad. I am not going to tell you unless I have permission of the Erie Railroad Co. to do it. I see no reason why you should not be told. I will find out if there is any objection to that point. If there isn't, I will tell you. If there is, I will not.

Mr. DAVERN. You state you will tell if the Erie Railroad Co. has no objection. Was the Erie employees in Hornell shop given any consideration when this company took them over?

Mr. BULL. You mean were they asked if they would approve of a lease? So far as I know, they were not.

Mr. DAVERN. Don't you think the employees of this shop should have had some consideration in regard to a matter of this kind?

Mr. BULL. When this matter came up and was considered, we felt so sure that under our lease general conditions and relations would be better for the men of Hornell than they had ever been before that we went ahead with it. I can see that from the point of view of the employees they might and probably would feel that the Erie Railroad Co. should have considered them before making the lease.

Mr. RIEMANN. Are the employees mentioned in the lease to go along with the buildings, etc.?

Mr. BULL. Does the gentleman mean, are the employees mentioned in the lease as mere chattels in the same class as the tools and buildings?

Mr. RIEMANN. The same or inferior.

Mr. BULL. No, sir. The employees are not mentioned in any such way at all.

Mr. WELLS. Don't you think that the corporation and the Erie Railroad Co. did wrong in disregarding the employees upon which the success of this transaction depends wholly and entirely?

Mr. BULL. I do not feel that the corporation did wrong in the matter of this lease, and I do not feel that the corporation or I myself should be asked to sit in judgment of the Erie Railroad.

Mr. MASTRIANI. In the event that the corporation and the employees disagree on any question, who would we appeal to?

Mr. BULL. So far as I can recollect, this question has not been decided. My supposition or understanding would be that up to and including the shop superintendent with whom might sit jointly or later the corporation, that the matters between the corporation and its employees would be taken up for consideration and an attempt made to adjust them in the same manner as heretofore. In case of a failure at this point I should consider that the future conduct of negotiations would rest with the men whom you represent, and the only thing that I can see or think of to say at this time is that as long as I am connected with this corporation I will, and I believe all of the other directors will, never refuse to meet with your duly accredited representatives of our employees or any man that your representatives want to meet.

Mr. BARR. Is there anything in your contract with the Erie Railroad regarding cessation of work by your employees that they have any authority to enter into the situation?

Mr. BULL. We have a straight lease from the Erie Railroad. There is no mention in it of strikes or cessation of work by the employees.

Mr. DOOLEY. Wage board is sitting in Washington now considering wage increases for employees. Will this corporation grant increases for employees at this point if they do at other points on the Erie Railroad system?

Mr. BULL. Yes.

Mr. MASTRIANI. If an adjustment board is created in this district, would this corporation be willing to submit all disagreements to this adjustment board if they were willing to receive it and act upon it?

Mr. BULL. No provisions for handling cases of this kind is covered in the lease. As far as the lease is concerned, this corporation can state its position and stand on it. We question whether a railroad board would sit on the questions. We ask for time to consider it.

Mr. BRISCOE. In case such formed board provided for under the Esch-Cummins bill is established for the Erie system, would you be willing to submit questions of dispute between yourselves and employees which could not be settled by yourselves to such board?

Mr. BULL. This looks to me like simply a narrower case than the preceding question and if the answer is not covered by answers already made in this conference, I shall have to ask for time to consider it.

Mr. RIEMANN. In the event that employees of the Erie Railroad select one of your employees to represent them, will you furnish them with such transportation as other like representatives enjoy who are Erie employees?

Mr. BULL. We certainly will do so if the Erie does not.

Mr. DAVERN. How soon can you furnish transportation?

Mr. BULL. Immediately; with this reservation, that if Mr. Davey, the shop superintendent, and the chief clerk, Travers, the treasurer or secretary of the executive committee, are in bed and some fellow wants transportation in the middle of the night, it might not be possible to secure it until the following day. We will furnish it immediately in cases of emergency.

Mr. WELLS. In regard to different rules of our national agreement, will you be required to send men out on the division to do road work?

Mr. BULL. In cases of emergency we would expect our employees to do what they would have done customarily under railroad control.

Mr. WELLS. Who will the man be working for?

Mr. BULL. I do not know. [Later:] They would remain on the pay roll of the Hornell Repair & Construction Corporation.

Mr. WELLS. The point is, if you work for a corporation you can not work for both the railroad and the corporation at the same time.

Mr. BULL. I should like time to form an intelligent opinion.

Mr. WELLS. Point is this: We have asked you to give us the same consideration in handling grievances as the railroad gives us, but still you would require us to go out and do work—that grievance would be handled by the railroad company.

Mr. BULL. Yes; we would expect them to help out in cases of emergency.

Mr. BRISCOE. The point is the man would feel subject to call of Erie Railroad Co. and would like to know where to look to for his pay.

Mr. BULL. I hesitate in answering that question. My opinion, however, would be that the corporation would pay him.

Mr. WELLS. You have asked for time to consider handling of grievances of a railway employee, and in the meantime a man is told or ordered to perform service of a railway mechanic. We feel if a man should be told to do this work that he should receive the same consideration as a regular employee of the railroad, and in event a grievance arises who would settle the dispute?

Mr. BULL. I understand this to be a statement. If it is a question of how a dispute under those circumstances should be adjusted, we shall have to ask for the same time to consider as we are asking in the other cases of this kind recently propounded.

Mr. WELLS. It is a question and also a statement.

Mr. SMITH. Is there any agreement in the lease of this corporation whereby you take over these employees with the understanding that their seniority rights accrue the same as Erie employees while in your employ?

Mr. BULL. To the best of my recollection there is not. We have been assured by the Erie Railroad that a man's seniority rights with the Erie Railroad will be preserved in every way, and we ourselves in the carrying on of our business intend to respect them and be governed by

them to the same extent that the Erie Railroad would be governed by them if they were running the shop.

Mr. SMITH. As you no doubt understand, clerks in the shop offices have been placed on what we term a divisional roster, which we understood from Erie officials is to be continued. How are these employees, working for a private corporation, to be entitled to a railroad position without such an agreement?

Mr. BULL. It is my understanding that the railroad will take care of those employees in the same way as formerly.

Mr. SMITH. If it is agreeable to the Erie Railroad Co. to show these employees on their roster, is the Hornell Repair & Construction Co. willing to abide by that roster and give these same employees privilege of bidding on other positions in the Erie Railroad offices or employees of Erie Railroad offices privilege of bidding in positions in offices of the Hornell Repair & Construction Co.?

Mr. BULL. Yes.

Mr. BARR. What is the capitalization of your corporation?

Mr. BULL. \$50,000.

Mr. BARR. How much has been paid in?

Mr. BULL. \$5,000.

Mr. BARR. You intend your corporation will live up to the national agreement during its natural life?

Mr. BULL. Yes.

Mr. BARR. Has your company posted notices in shop that you have taken out protection for them?

Mr. BULL. We have endeavored to comply with the law in good faith as directed by our attorney.

[Certificate of incorporation of Hornell Repair & Construction Corporation.]

We, the undersigned, all being persons of full age, and at least two-thirds being citizens of the United States, and at least one of us a resident of the State of New York, desiring to form a stock corporation, pursuant to the provisions of the business corporation law of the State of New York, do hereby make, sign, acknowledge, and file this certificate for that purpose, as follows:

First. The name of said corporation shall be "Hornell Repair & Construction Corporation."

Second. The purposes for which said corporation is to be formed are as follows:

(1) To take, buy, purchase, exchange, hire, lease, or otherwise acquire real estate and property, either improved or unimproved, and any interest or right therein, and to own, hold, control, maintain, manage, and develop the same, in any State of the United States.

(2) To sell, manufacture, improve, develop, assign, transfer, convey, lease, sublease, pledge, or otherwise alienate or dispose of and to mortgage or otherwise encumber the lands, buildings, real property, chattels real, and other property of the company, real and personal and whosoever situated, and any and all legal and equitable rights therein.

(3) To acquire, erect, construct, operate, maintain, improve, build, rebuild, enlarge, alter, manage and control, directly or indirectly, by purchase, lease, contract, or through ownership of stock in any corporation, or otherwise, any and all kinds of buildings, houses, hotels, restaurants, stores, offices, warehouses, freight houses, garages, mills, shops, factories, locomotive, car-repair, and general machine shops, power houses, roundhouses, blacksmith, carpenter, and paint shops, foundries, coal pockets, fixtures, machinery, and plants of all kinds, and any and all other structures and erections as may from time to time be necessary, useful, or advantageous for the purposes of the corporation, and to install, use, operate, and maintain therein or in connection therewith the necessary plants, works, machinery, appliances, tools, fixtures, and equipment of all kinds and descriptions necessary and proper or which may be deemed advisable for any of the purposes of the corporation.

(4) To manufacture, erect, build, furnish, equip, construct, repair, maintain, operate, buy, sell, and in general to utilize and deal in and with elevators and all kinds of hoisting machinery, bridges, and structural work.

(5) To manufacture, buy, sell, and generally deal in brick, stone, lumber, cement, structural iron and steel, and any and all materials capable of use in the construction and repair of any kind of building, and generally to carry on the business of dealers in new and second-hand building materials.

(6) To contract for the construction, alteration, improvement, removal, and destruction of buildings, of every kind and description, and generally to carry on the business of builders, decorators, wreckers, and general contractors, general carpentry and woodworking, foundry men and blacksmithing.

(7) To construct, erect, build, equip, improve, and repair public works and conveniences of all kinds, including roads, highways, tramways, railroads, railways, branches or extensions thereof, sidings, switches, stations, freight and storage houses and other buildings, bridges, reservoirs, wharfs, canals, and other water courses, sewers, tunnels and subways; sanitary, water, gas, electric light, telephonic and telegraphic and other power-supply works; parks, markets, and all other works or conveniences of public utility; to construct, erect, build, equip, improve, alter, and repair plants for furnishing, by electricity, gas, steam, or otherwise, light, heat, and power; to install systems, machinery, appliances, and devices for the generation, accumulation, and distribution of electrical force, steam, and energy of every kind and nature; to repair, pave, macadamize, curb, gutter, and generally to improve streets.

(8) To manufacture, purchase, import, lease, or otherwise acquire, and to sell, lease, exchange, export, and generally deal in and repair railway cars, passenger, freight, coal, sleeping, dining, mail, and express cars, locomotives, engines, generators, dynamos, pumps, motors, and other devices; machinery and equipment of all kinds and description for use either upon steam, electric, street, or other railroads, or elsewhere, and generally to engage in the business of general locomotive and car builders.

(9) To generally manufacture and repair, buy, sell, and deal in locomotives, car trucks, and wheels, and any and all parts of locomotives and cars, including truck frames and all accessories thereof, and all locomotive and railway car equipment, appliances, and apparatus; to manufacture and sell all of the products of brass, steel, iron, and all other metals, and of wood and other materials; to manufacture and sell iron castings, steel castings, brass castings, machine bearings, malleable iron; to manufacture and sell all kinds of springs, water, gas, and other pipes; to build, erect, improve, install, generally repair, buy, sell, and generally deal in all kinds of machinery, tools, lathes, hoisting and carrying devices, equipment and appliances, and all other machinery, tools, devices, and equipment used in a general repair

or machine shop or in a shop generally devoted to the construction, repair, manufacture, building, or rebuilding of railway and other cars, locomotives, engines, and motors of all kinds.

(10) To manufacture, buy, sell generally, repair, and deal in engines, boilers, machinery, tools, machine shop, foundry and factory supplies, and all kinds of hardware and hardware supplies; to manufacture, repair, buy, sell, exchange, trade, and deal in carriages, buggies, coaches, carts, omnibuses, wagons, trucks, automobiles, motor cars, and wheeled vehicles of all kinds and bodies and parts for the same, including cutters, sleighs, and light vehicles for the conveyance of persons and property; to manufacture, buy, sell, and generally deal in plows, harrows, mowing machines, reapers, tractors, and other machinery, tools, and implements of husbandry of every kind and description, with the accessories thereof, and to carry on any trade or business incidental thereto or connected therewith.

(11) To manufacture, purchase, repair, sell, and generally deal in self-propelling or horseless vehicles, motors, engines, movable or stationary, propelled, operated or actuated by compressed air and gas, either in combination or separately, or by any other suitable and available power; and any and all other machines, pumps, devices, and contrivances and appliances, for the use and employment of air and gas, compressed or otherwise, either in combination or separately, for any uses and purposes to which the same can be applied; to manufacture, buy, sell, repair, deal in airships, airplanes, monoplanes, biplanes, machines, flying apparatus, or other mechanical contrivances and devices for aerial operation or navigation of any and all kinds and description, and any future improvements or developments of the same; to manufacture, repair, buy, sell, deal in, operate, and use motors, engines, or other machinery or devices of every kind and description for the generation of power for the propulsion of such above-mentioned airship, aero, and other planes and machines, contrivances, and devices for aerial operation; and all machinery, appliances, tools, supplies, materials, or other paraphernalia used or capable of use in the construction and repair of the same.

(12) To buy, sell, and deal in coke, coal, wood, and similar combustible material, and act as the agent of any individual or individuals, natural or artificial, in buying, selling, and dealing in such materials and to generally engage in the coal and coal-storage business.

(13) To carry on and conduct the business of storage, cold storage, refrigeration, freezing, and ice making, and dealing in plants for said purposes; the manufacturing, producing, and supplying in any manner cold air, refrigeration, ice, and freezing compounds in any form for use, distribution, and application for any and all purposes.

(14) To carry on the general electric repair and contracting business; to do electrical work of every kind and description, including the business of electricians, electrical and mechanical engineers, designers and pattern makers; and dealers, manufacturers, and repairers in electric motors, dynamos, and electrical machinery, appliances, plants, and supplies of any nature and kind whatsoever; to construct, erect, install, alter, repair, equip, and deal in works, plants, instruments, and machinery for supplying and distributing electricity for light, heat, and power or other purposes, street and other railways, for operation by electricity or otherwise, telephone or telegraph lines, including all instruments, poles, fixtures, wires, and appliances for connecting electric apparatus, and to construct, manufacture, repair, trade, and deal in any and all machinery appliances and supplies used in the manufacture, generation, storage, accumulation, transmission, or distribution of any or all types of electric currents, including the manufacture, purchase, sale, and repair of fixtures, chandeliers, electroliers, brackets, lamps, globes, glassware, and other supplies and appurtenances used for or in connection therewith.

(15) To provide and conduct refreshment rooms, newspaper rooms, reading and writing rooms, dressing rooms, telephone, and other conveniences for the use of customers and others.

(16) To grant to other persons or corporations the right or privilege to carry on any kind of business on the premises of the company on such terms as the company shall deem expedient or proper.

(17) To act as agent or representative of corporations, firms, and individuals engaged in any business or part thereof herein specified, and as such to develop and extend the said business interests of firms, corporations, and individuals.

(18) To buy, sell, manufacture, produce, and dispose of all kinds of goods, wares, merchandise, manufactures, commodities, foodstuffs, drugs, oils, paints, varnishes, furniture, and generally to engage in and carry on any form of manufacturing, mercantile, or producing enterprise or business necessary or incidental to the business of the company.

(19) To purchase, lease, contract for, or otherwise acquire and take over as a going concern and to carry on the business, construction, and repair work of any person, firm, association, or corporation engaged in any business or part thereof which this corporation is authorized to carry on, and in connection therewith to acquire the good will and all or any part of the plant, property, machinery, and equipment thereof, and to assume or otherwise provide for all or any of the liabilities of the owner or owners of any such business, and to pay for the same in cash, the stock of this company, bonds, or otherwise, and to hold or in any manner dispose of the whole or any part of the property so purchased, or to conduct in any lawful manner the whole or any part of the business so acquired.

(20) To apply for, obtain, register, purchase, lease, or otherwise to acquire and hold, use, own, operate, and introduce and to sell, assign, or otherwise dispose of any trade-marks, trade names, patents, inventions, improvements, processes, formulae of all kinds, whether secured under letters patent of the United States or elsewhere, or otherwise, and to use, exercise, develop, or grant licenses in respect of, or otherwise turn to account any such trade-marks, patents, licenses, processes, and the like, or any such property or rights.

(21) To purchase, acquire, hold, and dispose of the stocks, bonds, and other evidences of indebtedness of any corporation, domestic or foreign, and to issue in exchange therefor its stock, bonds, and other obligations.

(22) To do any and all things and exercise any and all powers necessary or advisable to accomplish one or more of the purposes of the corporation, or which shall appear at any time to be conducive to or for the benefit of said corporation in connection therewith.

(23) The foregoing enumeration of specific powers shall not be deemed to limit or restrict in any manner the general powers of the corporation and the enjoyment and exercise thereof as conferred by the laws of the State of New York upon corporations under the provisions of the business corporations law.

(24) To conduct its business in any or all of its branches, so far as permitted by law, in the State of New York or in any other State in the United States of America, and in any Territory, dependency, colony, or possession thereof, and in the District of Columbia, and in any

foreign country, and to hold, possess, purchase, mortgage, and convey real and personal property, and to maintain offices and agencies, either within or anywhere without the State of New York.

Third. The amount of capital stock of said company shall be \$50,000.

Fourth. The duration of said company shall be perpetual.

Fifth. The number of shares composing said capital stock shall be 500 shares of the par value of \$100 each, and the amount of capital with which said company will begin business is \$5,000.

Sixth. The principal office and place of business of said company shall be located in the city of Hornell, county of Steuben, and State of New York.

Seventh. The board of directors may appoint an executive committee from among their number, which committee, to the extent provided in the by-laws of the corporation, shall have and may exercise all of the powers of the board of directors in the management of the business and affairs of the company during the intervals between the meetings of the board of directors, so far as may be permitted by law.

Eighth. The number of directors of said company shall be five.

Ninth. The names and post-office addresses of the directors of said company for the first year, as follows: Martin F. Woodbury, Hornell, N. Y.; Burr L. Smith, Hornell, N. Y.; Justin B. Bradley, Hornell, N. Y.; John F. Nugent, Hornell, N. Y.; Robert W. Bull, Hornell, N. Y.

Tenth. The names and post-office addresses of the subscribers to this certificate and the number of shares of stock which each agrees to take in said corporation are as follows: Martin F. Woodbury, Hornell, N. Y., 10; Burr L. Smith, Hornell, N. Y., 10; Justin B. Bradley, Hornell, N. Y., 10; John F. Nugent, Hornell, N. Y., 10; Robert W. Bull, Hornell, N. Y., 10.

In witness whereof we have made, signed, acknowledged, and filed this certificate in triplicate.

Dated this 19th day of February, 1920.

MARTIN F. WOODBURY.
BURR L. SMITH.
JUSTIN B. BRADLEY.
JOHN F. NUGENT.
ROBERT W. BULL.

STATE OF NEW YORK,

County of Steuben, city of Hornell, ss:

On this 19th day of February, 1920, before me, the subscriber, a notary public in and for the county of Steuben, personally appeared Martin F. Woodbury, Burr L. Smith, Justin B. Bradley, John F. Nugent, and Robert W. Bull, to me personally known and known to me to be the individuals described in and who executed the foregoing certificate, and they severally acknowledged to me that they executed the same for the purposes therein set forth.

FRANCIS M. CAMERON,
Notary Public.

[Indorsed:] Certification of incorporation of Hornell Repair & Construction Corporation. Dated February 19, 1920. Tax for privilege of organization of this corporation, \$25, under section 180, chapter 62, Laws of 1909, as amended. Paid to State treasurer before filing. State of New York, office of secretary of state, filed and recorded Feb. 21, 1920. Francis M. Hugo, Secretary of State.

STATE OF NEW YORK,

Office of the secretary of state, ss:

I have compared the preceding with the original certificate of incorporation of "Hornell Repair & Construction Corporation," filed and recorded in this office on the 21st day of February, 1920, and do hereby certify the same to be a correct transcript therefrom and of the whole of said original.

Witness my hand and the seal of office of the secretary of state at the city of Albany this 25th day of October, 1920.

[SEAL.] C. W. TAFT,
Second Deputy Secretary of State.

CHICAGO, ILL., January 22, 1921.

Mr. B. M. JEWELL,

President Railway Engineers' Department,
American Federation of Labor,
4750 Broadway, Chicago, Ill.

DEAR SIR AND BROTHER: During the last few weeks I have received a number of complaints that our members who were formerly employed at Kankakee, Ill. by the N. Y. C. & R. R. at their car shop, and who have been laid off in reductions of forces, were denied the right of employment at a new contract car shop at Kankakee because of the existence of an agreement between the N. Y. C. & R. R. and this contract shop (the Empire Car Co.) which prohibited the employment of men who had worked at either one or the other shops, as the case may be. When I received this information I requested some of our former employees to make application for work at the Empire Car Shop and find out if these statements made to me were really true, and also to find out if this supposed agreement was a reality or not.

I am inclosing a statement from one of the members of the Brotherhood of Railway Carmen of America local at Kankakee, Ill. who was formerly an employee at Kankakee, Ill., for the N. Y. C. & R. R., and who was laid off in the recent reduction of forces. This man, as per my request, applied at the Empire Car Shop for work and was employed, but, as you will note from his own statement, he did not work long, which, in my estimation, establishes the fact that an agreement of the kind mentioned above really does exist, which proves to me that a vicious practice is being worked by the officials of the railroads to the detriment of the members of our organization and also the general public.

We would be pleased to have you use this information in the best way possible to the end that this discrimination will be stopped.

With best wishes and kindest personal regards, I remain,
Yours, fraternally,

BRADLEY, ILL., January 14, 1921.

DEAR SIR: I am sending you statement of Brother Metz. I believe it will be of value to you. We have a pretty good attendance at the hall to-day. Everything seems to be shaping up as well as expected.

KANKAKEE, ILL., January 13, 1920.

I, Mathier Metz, made application at the Empire Car Shop at 6.45 a. m. on January 12, and was put to work after answering all ques-

tions asked. One of the questions asked was, Where was you employed before coming here? Answer, Illinois Central. Next question, Where were you last employed? Answer, New York Central. I was put to work, and at 4.15 the foreman, Ed. O'Hara, came to me and said he had orders to reduce the force one man, and as I was last man hired I would not be needed any longer.

MATHIER METZ.

STATEMENT OF B. M. JEWELL, PRESIDENT RAILWAY EMPLOYEES' DEPARTMENT, AMERICAN FEDERATION OF LABOR, BEFORE THE UNITED STATES RAILROAD LABOR BOARD IN CHICAGO THURSDAY, FEBRUARY 17, 1921.

May it please the chairman and your honorable board:

There is a way open to this board for the immediate and just settlement of this controversy according to the regular procedure of the board and in harmony with the jurisdiction and powers of the board. It is the only way it can be properly adjusted; as a matter of fact, it seems to us, that in this case we are concerning ourselves with mere external symptoms when what is really necessary and what is actually required is a major operation. After more extended consideration we believe that you will agree with us that not only immediate action can be had by the board, but that you will take immediate action according to our recommendations.

Obviously we are interested in the maintenance of reasonable and proper standards of work and working conditions, but we do not desire to perpetuate any rules or working conditions that are unreasonable or unjust. While it is inconceivable to us that anyone should think so, we have heard the suggestion made that by a policy of delay we are endeavoring to extend the lifetime of rules which we could not justify before a tribunal such as I now have the honor to address. Even if we were capable of such sham and hypocrisy, our judgment would not permit us to commit such folly as to bring us under the merited condemnation of the board.

Nothing could be further from our purpose. We do not wish to perpetuate even for one day any rule that the minds of reasonable and just men will not sanction when they have examined it impartially. On the other hand, and what is of greater importance than any rule in any national agreement, we wish to impress you with the understanding of what our primary and fundamental interest in this case really is.

We are fundamentally interested in the principle which is the basis of these rules and which is the sanction for the national agreements on the railroads and for all other proper agreements regulating industrial relations and conditions. This consists of the principle of collective bargaining on the basis of union recognition—the principle that railroad workers as well as all other classes of industrial workers should have the right of collective bargaining through representatives of their own choosing.

This principle is the fundamental issue in the case which is now before you. A sincere and honest analysis of the case immediately leads to this conclusion. It can not be blinked by us, for if we do not face it and act accordingly we lose everything—not only the rules and safeguards themselves which the force of an enlightened public opinion as well as years of collective bargaining have brought to us, but what is of even more serious import, we lose the basis or the hope of negotiating other rules and safeguards.

On the other hand, if we view the situation from the standpoint of the board, we are also forced to conclude that if this principle of collective bargaining should be lost the entire structure of the board passes away. The labor provisions of the transportation act as well as the Labor Board itself depend upon the acceptance and perpetuation of this fundamental principle. The framers of the law accepted and used it as the foundation of their structure for the judicial adjustment of railway labor conditions and relations, of which the Labor Board is the apex. Our legislators, as in the case of the Biblical parable, built on the rock of this principle of collective bargaining with the belief that with such a foundation the structure which they erected would withstand all storms. Any impairment of this principle will, therefore, destroy the board and with it all the labor provisions of the act itself.

This, as I have stated, is the real issue in this case. If we will face this fact, the case can be easily, quickly, and with practically no delay immediately adjusted. We believe the way is open for such an immediate adjustment, if this board will courageously act in the premises as it has the power to do, and thus avert what threatens to be a catastrophe. In the light of resolutely facing this real issue, the mere discussion and adjustment of rules becomes of secondary importance.

The establishment of this board by the Congress marked the most advanced effort which has ever been made to create machinery for the orderly settlement of industrial controversies. It has no parallel elsewhere in the world. None of the leading industrial nations, even the Commonwealth of Australia, in this category have ever attempted such an experiment.

It is true that in Canada, as is well known, one of the underlying principles now embodied in the labor provisions of the transportation act had already been in operation for more than 12 years. The Canadian industrial disputes act, enacted in 1907, provided, as you know, that there should be no strike by employees or lockout by employers until the facts as to an industrial controversy in public utilities had been impartially investigated and published.

The striking feature of the transportation act, however, which is without precedent, consists in the principles which underlie the act and which were designed not only as fundamental guaranties to railway employees but as mandatory standards or principles for the guidance of the board in adjusting wage disputes. These principles really consist of the first industrial code which has ever received legislative action in this or any other country.

The only other precedent which we have ever had in this country or abroad is the series of underlying principles or constitution, as it might be called, of the former National War Labor Board. This code, however, was the result of negotiation in a time of national emergency by an industrial conference made up of representatives of capital and labor. It was afterwards officially proclaimed by the President as the supreme law of industry for the war period. It terminated with the armistice. Now we have in the transportation act a code for the protection of management and employees and for the guidance of the Labor Board, which has been carefully formulated and ratified by the Congress of the United States. This code is as follows:

"In determining the justness and reasonableness of such wages and salaries or working conditions the board shall, so far as applicable, take into consideration, among other relevant circumstances:

"(1) The scales of wages paid for similar kinds of work in other industries;

"(2) The relation between wages and the cost of living;

"(3) The hazards of the employment;

"(4) The training and skill required;

"(5) The degree of responsibility;

"(6) The character and regularity of the employment; and

"(7) Inequalities of increases in wages or of treatment, the result of previous wage orders or adjustments."

The principle of collective bargaining on the basis of union recognition is not specifically mentioned in this code for the very good reason that the framers of the law accepted this principle as the basis for the labor provisions. It is an essential part of their provisions and constitutes the very essence of their life and effectiveness. To have repeated this principle as a part of the constitution of this board would have been as irrational as if the framers of the Constitution of the United States had repeated the Declaration of Independence in the Bill of Rights of the Constitution. Likewise Congress in enacting the transportation act accepted the principle of union recognition as an indispensable safeguard to railroad employees and to the public, and with this as a working basis and as the preliminary assumption of the labor provisions, formulated and adopted the machinery for the settlement of labor disputes with this board as the court of last resort.

This fact would seem to require no demonstration. Of the three groups composing the board itself, one is representative of organized labor and the other of organized management. In the originating of complaints which may ultimately come to this board provision is made for the representatives of organized employees or organized management to bring grievances to a joint conference composed of both, and, if they can not agree, to general conferences, and finally to this board itself. And it is further specified, not as a measure of opposition to labor organizations but as a means of protection to employees where labor organizations do not exist, that 100 unorganized employees may bring a complaint directly to this board by petition.

In further acceptance of the principle of union recognition the act goes on to provide for the appointment of joint boards of labor adjustment composed of an equal number of representatives of organized labor and management.

H. R. 10453, known as the Esch bill, as it was presented and later passed by the House of Representatives, in Title III, section 300, created and established Railway Board of Adjustment No. 1, Railway Board of Adjustment No. 2, and Railway Board of Adjustment No. 3, and provided for the representation of employees, as follows:

One, The Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, the Order of Railway Conductors, and the Brotherhood of Railway Trainmen.

Two, The International Association of Machinists; the International Brotherhood of Boilermakers, Iron-ship Builders, and Helpers of America; the International Brotherhood of Blacksmiths and Helpers; the Brotherhood of Railway Carmen of America; the Amalgamated Sheet Metal Workers' International Alliance; and the International Brotherhood of Electrical Workers.

Three, The Order of Railway Telegraphers, the Switchmen's Union of North America, the Brotherhood of Railway Clerks, and the United Brotherhood of Maintenance of Way Employees and Railroad Shop Laborers.

From the foregoing it is clear and unmistakable that it was the intent and purpose of the House of Representatives that when the railroads were returned to private ownership boards of adjustment should be established for the orderly determination of grievances and controversies between the carriers and the employees. The House was not only committed to the principle involved in this method of dealing between the carriers and the employees but it went so far as to designate by name the several unions or organizations of employees that should be represented on the boards of adjustment.

When we turn to the Senate we find that S. 3288, Calendar No. 231, known as the Cummins bill, as it was reported to and passed by that body, also provided for these boards of adjustment. Section 25 of that bill reads, in part:

"For the purpose of settling disputes and controversies not adjusted under existing provisions of law or otherwise adjusted between railway carriers subject to this act and their employees, there are hereby created a committee of wages and working conditions and three regional boards of adjustment."

The Cummins bill did not name the unions which should be represented on these boards of adjustment, but it did provide that the boards should consist of six members each, three of whom should represent labor and three should represent the carriers, and it did stipulate that in the appointment of members of the boards "nominations shall be made by the railway crafts and the carriers."

Thus the intent and purpose of the Senate is indisputably established. In the course of legislative procedure, the House and Senate being in disagreement as to various provisions of the proposed law, conferees were named by both branches of Congress to compose the differences between the two bodies and to prepare a draft of the disputed sections which might receive the approval of both the House and the Senate and become the law.

These conferees, when they took up Title III, embracing the labor provisions, reached an agreement, tentatively, which created and established five boards of adjustment. The first three were identical, even as to designating the unions to be represented in their personnel, with the three boards created by the House bill; the fourth covered the carriers and subordinate officials, and the fifth covered the carriers and employees of the American Railway Express and Pullman employees. It also included the following pertinent paragraph:

"All representatives for the carriers upon the adjustment boards shall be appointed by the Association of Railway Executives, except that the chief executive of the American Railway Express Co. and the Pullman car lines shall each appoint one of the representatives for the carriers upon adjustment board No. 5. The representatives for each of the labor organizations specified in paragraphs (1) and (3), inclusive, of section 301 shall be appointed by the chief executive of each of such organizations, and the representatives upon adjustment board No. 4 for the subordinate officials, by action of the subordinate officials of carriers and organizations thereof, taken in such manner as the commission shall, by regulation, prescribe."

This agreement was printed. It makes clear and unmistakable the intent and purpose of the conferees with respect to the legislative recognition of labor unions.

On February 14, 1920, a copy of this agreement or tentative draft of Title III was submitted to the then Director General of Railroads, Walker D. Hines, for such suggestions and recommendations as he might care to offer. The records show that Mr. Hines discussed the matter informally by telephone with certain Senators and Representatives, and that he also presented his views formally addressed to Senator CUMMINS and to Representative ESCH, bearing dates of February 14, February 16, and February 17.

Director General Hines did not object to making the establishment of boards of adjustment mandatory. He expected that they would be established. Neither did he object to the recognition of labor organizations as the basis for the representation of employees on these boards of adjustment. He desired this basis of representation to be established and was in full accord with the Members of the House and Senate. As a matter of expediency, however, and in order to avoid friction and jurisdictional disputes between the various labor organizations, he recommended that the unions or brotherhoods to be represented on each board of adjustment should not be designated by legislation, but, assuming the establishment of adjustment boards by the act, he thought it wise not to restrict the representation of certain labor organizations, but to let the railroads and the labor organizations work this out themselves. His reasons for this as set forth in his letter of February 14, 1920, to Senator CUMMINS and Representative ESCH are as follows:

"There would be a great many embarrassments connected with the legislative designation of these boards of adjustment. For one thing, it makes the matter entirely inelastic and would make it exceedingly difficult to have the membership of the boards of adjustment reflect any changes which might come about in the organizations of railroad labor. For another thing, it would be highly confusing for two different boards of adjustment to have jurisdiction over the same class of grievances on the same railroad, and apparently this would be a necessary result of the plan as proposed in the provision as drawn. For example, one trainman might belong to an organization represented on Board of Adjustment No. 1 and another trainman on the same railroad and perhaps in the same train crew might belong to an organization represented on Board of Adjustment No. 5. The result would be that their grievances would be handled by entirely different boards, and possibly with different results. All this would be avoided if each railroad or if groups of railroads worked out by voluntary arrangements with the groups of railroad employees such boards of adjustment as might be necessary to handle their affairs in a practical way, and these boards, of course, should be changed from time to time in accordance with changing conditions as to the character and scope of the organizations representing the employees."

The attitude of Director General Hines as to the recognition of labor organizations as the basis for the labor provisions of the act went even further than the representatives of the House and Senate, even though he did not consider it expedient to name specific labor organizations in the act. This is shown by his recommendation that the representatives of labor organizations on the Labor Board itself should not be required, as the act provided, to sever their connection entirely with their organizations, and that the labor organizations should directly select them. This suggestion was adopted as set forth in his letter of February 17, 1920, to Senator CUMMINS, as follows:

"It is entirely reasonable, and from a practical standpoint highly desirable, to permit members of the proposed tribunal to retain at least an honorary membership in any labor organization to which they may belong."

"It would be much better for these provisions to contemplate that the labor executives shall suggest three members, and that if they are satisfactory to the President he shall nominate them, but otherwise shall call upon the labor people to nominate not less than six. If the employees are required to select three only, they will force themselves to agree upon three who will reasonably represent the entire labor situation; but if they are permitted to select six, the six will all represent different labor groups, and the employees themselves then will have a feeling that they are not adequately represented by any three of the six."

In the selection of the members of this board representing labor, the principle of collective bargaining on the basis of union recognition is fully recognized by the Interstate Commerce Commission, which is empowered by the act to stipulate how nominations may be made for labor representatives.

The entire structure and intent of the law proceeds upon the preliminary acceptance of union recognition and collective bargaining on this basis. This was the clear understanding of both Houses of Congress, of the Director General of Railroads, who was asked to give the results of his experience to the conferees on the final draft, and of the President of the United States, who signed the bill. If this principle is denied, directly or indirectly, the act loses its effectiveness.

The representatives of the railroads in this case are not complying with the transportation act either in spirit or in fact. It is true that their representatives before this board have presented their testimony as to the rules of the national agreements in a proper way so far as procedure is concerned. If this were all with which we had to contend we would not request that you take judicial notice of the more fundamental issue. But while the case is proceeding in an apparently orderly way before your honorable body, the attempt is being made to destroy unionism as the basis of collective bargaining as it was written in the law both as an essential to the proper application of the law and to the very existence of this board.

All delay in adjusting the present case would have been avoided had the representatives of the railroads obeyed the law in meeting with us in national conference or had cooperated with us as the law provides in establishing boards of adjustment. The Labor Board has decided that it has no jurisdiction as to enforcing the establishment of boards of adjustment. There can be no doubt, however, that the law is mandatory in requiring that such boards of adjustment be established, and if this board has no direct jurisdiction, and can not indirectly bring about their creation, they will have to be established by interpretation of the courts or by further action by Congress.

Sir Edward Coke laid down the principle, "Reason is the life of the law; nay, the common law is nothing else but reason." * * *. The law is the perfection of reason," and Sir John Powell stated it even more forcefully when he said, "Let us consider the reason of the case; for nothing is law that is not reason."

This principle has been accepted and sustained in all legal interpretations for centuries, and may well be said to be on the very essence of English jurisprudence.

Section 302 of the transportation act of 1920 reads:

"Railroad boards of labor adjustment may be established by agreement between any carrier, group of carriers, or the carriers as a whole, and any employees or subordinate officials of carriers, or organization or group of organizations thereof."

The railroads contend that the only construction that can be placed upon this section of the law is that the establishment of the boards of adjustment is entirely at the option of the carriers and the employees, or of either the carriers or the employees.

But there must be reason in the law, and if the construction that is placed upon it by the railroads is upheld, then there is neither reason nor sense in this section of the law. It did not require an act of Congress to enable the railroads and the railroad workers to establish boards of adjustment or any other kind of boards, committees, or tribunals, to consider and adjust differences that might arise between them. That is a right and a prerogative which they have always enjoyed in common with all employers and all employees in all industry. It is the fundamental right upon which all collective bargaining is based. It is one of the fundamental rights upon which all unions and organizations of workers and all organizations of employers are based.

There must have been some purpose back of the decision of Congress that such a section should be incorporated in the transportation act. Surely it was not put in merely to add words and bulk to an already voluminous law.

But when we examine the context of the act we are informed as to the purpose of Congress. Section 301 of the act reads:

"It shall be the duty of all carriers and their officers, employees, and agents to exert every reasonable effort and adopt every available means to avoid any interruption to the operation of any carrier growing out of any dispute between the carrier and the employees or subordinate officials thereof. All such disputes shall be considered and, if possible, decided in conference between representatives designated and authorized so to confer by the carriers, or the employees or subordinate officials thereof, directly interested in the dispute. If any dispute is not decided in such conference, it shall be referred by the parties thereto to the board which under the provisions of this title is authorized to hear and decide such dispute."

And in section 303 we find that "Each such adjustment board shall * * * receive for hearing, and as soon as practicable and with due diligence, decide any dispute involving only grievances, rules, or working conditions, not decided as provided in section 301, between the carrier and its employees or subordinate officials, who are, or any organization thereof which is, in accordance with the provisions of section 302 represented upon any such adjustment board."

If section 302 did not mean that adjustment boards should be established, the last sentence of section 301 would provide that disputes not adjusted by conference should be referred to the Railroad Labor Board, instead of "to the board which under the provisions of this title is authorized to hear and decide such dispute."

If section 302 did not mean that adjustment boards should be established there would be no place in the law for section 303, which prescribes the manner in which disputes may be brought before such adjustment boards and limits the jurisdiction of such boards to disputes "involving only grievances, rules, or working conditions." Congress obviously could not prescribe the procedure or fix the jurisdiction of boards, courts, or other tribunals which it does not create. That proposition is so sound and so elementary as to require neither elucidation nor substantiation; it is self-evident. Hence the conclusion is inevitable that the transportation act of 1920 did and does require the establishment of railroad boards of labor adjustment, otherwise the law is without reason and "nothing is law that is not reason."

Moreover, paragraph 2 of section 360 of the act provides:

"The term 'adjustment board' means any railroad board of labor adjustment established under section 302."

If it were the intent of the law that the establishment of such boards should be optional the paragraph just quoted unquestionably would read, "The term 'adjustment board' means any railroad board of labor adjustment which may be established under section 302."

Again, in paragraph 3, section 308, defining the duties of the Railroad Labor Board, known as the Labor Board, we find that among other prescribed duties it "shall investigate and study," etc., "to the end that the labor board may be properly equipped to perform its duties under this title and that the members of the adjustment boards and the public may be properly informed."

Here, again, it is obvious that it is the intent and purpose of the act to create and establish the adjustment boards. And to pile proof upon proof we find that paragraph 5 of the same section provides for the annual publication of "the decisions and regulations of the Labor Board and the adjustment boards"; section 309 provides that "any party to any dispute to be considered by an adjustment board shall be entitled to a hearing either in person or by counsel"; section 311 (b) provides that "every officer or employee of the United States, whenever requested by any member of the Labor Board or an adjustment board duly authorized by the board for the purpose, shall supply to such board any data or information pertaining to the administration of the functions vested in it by this title, which may be contained in the records of his office"; section 313 empowers the Labor Board to determine whether any decision of an adjustment board has been violated and to "make public its decision in such manner as it may determine," and section 316 removes from the jurisdiction of the Board of Mediation and Conciliation, created by the act approved July 15, 1915, "any dispute which may be received for hearing by any adjustment board or the Labor Board."

Law without purpose and without reason is imbecile, and to contend that the transportation act of 1920 does not require the establishment of adjustment boards is to hold that the law in essential parts and to a large and important degree is without purpose and without reason, and is therefore imbecile.

So to contend and so to hold is in our judgment an insult to the intelligence of the Congress of the United States which passed the law and of the President of the United States who signed and approved it.

The reason the railroads have refused to establish these boards of adjustment is that certain representatives of the companies realize that such action would strengthen the railway labor organizations by extending to them recognition on a national basis. Although the transportation act is based on union recognition, these representatives of the carriers aim to weaken or destroy unions. For this reason they refuse all

general conferences or national boards of adjustment, and confine their collective bargaining to individual railroads. A subcommittee of nine members of the Association of Railway Executives represents the policy of the entire transportation industry as to labor, but this committee refuses to make adjustments on a national basis with labor-union representatives, and holds to the attitude that all conferences as to wages or working conditions shall be by individual railroads. By centralizing their own bargaining power and decentralizing that of the unions they hope to weaken the unions by attacking and crushing the outlying local organizations, especially of those organizations which have recently been extended.

This breaking of the law by the railroads leads to a union policy more restricted and arbitrary than would otherwise be the case. If the labor organizations were assured of the safeguard of collective bargaining on an organized basis, the number of rules which it would be necessary to sanction on a national basis would undoubtedly be much smaller. The local units could protect themselves and the national organizations could assist the locals. But where there is only a grudging recognition of unions, and where the intent is evident to crush the labor organizations, the principle at stake must be recognized as contemplated by the law, or must be defended by whatever honorable means that are possible. That is why we reiterate that the real issue in this case is whether the principle of union recognition is to stand or to fall, and with its fall to go the entire labor provisions of the act.

In addition to the refusal of the railroads to enter into general conference, other activities as to their conscious policy are well known to you and have been the subject of repeated judicial notice by you. One railroad after another has violated the law by reducing rates of pay fixed by your decision No. 2. You have found it necessary to act on your own initiative, or on the initiative of some of our organization, in notifying these railroads, that such action was illegal until you had judicially passed upon the matters at issue.

The chairman of the labor committee of the Association of Railway Executives, to express his action in a most conservative way, has personally served an ultimatum upon you that unless the wages of unskilled labor were immediately reduced, that you would be inundated by a flood of complaints from individual railroads. You quite properly informed him that he was not following the proper procedure of the board in making this statement, and that if wages were to be brought to your attention, he should first take the matter up in conference with the employees of the railroads. In a recent letter to the chairman of this board, which appeared in the daily press, he has reiterated his intention of flooding this board with complaints from individual railroads as to the wages of unskilled labor, and as a preliminary to the consummation of this action has notified the member roads of the Association of Railway Executives to meet in this city to-morrow.

In this connection, we would emphasize the fact that this alleged movement to reduce the wages of unskilled workers is not sincere. If it was desired fundamentally to secure wage reductions, the representatives of the railroads as a whole would request a conference with the national representatives of the labor organizations affected, and if they could not secure an agreement to reduce rates of pay the matter would be referred to this board for adjustment as a general complaint. What the railroad representatives are actually aiming at is what I have repeatedly stated. They are striving to impair the principle of union recognition, destroy the labor organizations by striking at their local units, and in the end bring discredit to this board by so overwhelming it with individual complaints as to make it impossible to function effectively.

I would not before your honorable body indulge in sensational charges for the reason that no good would result, as you would find it impossible to take judicial notice of such matters. What I have to say must necessarily be somewhat extended, but it is aimed at a practical result in accordance with your procedure and functions, and will ultimately come to a recommendation for practical action on the fundamental issue involved in this case.

With this explanation, I wish to say further that we have been astounded that your honorable body has not taken judicial notice of the propaganda of the railroads to influence your decisions. The chairman referred to it on last Wednesday and on January 31, when Mr. Atterbury approved the resolutions which had been received by the board from chambers of commerce and other commercial and civic organizations. We have considered such activities to influence the decisions of this board as gross and inconceivable improprieties. Your honorable body is the supreme court of relations between employees and management in the transportation industry. Your position is analogous to the status of the supreme court in civil life. Any such attempts to affect a decision on a case before it would be treated as contempt of court and would have incurred the penalties of fine or imprisonment.

The significant point, however, in this propaganda is that it is primarily designed to destroy the principle of union recognition as the basis for collective bargaining on the railroads. It is recognized by the opponents of railway labor organizations that the acceptance of the procedure of national conferences and the formulation of national agreements give strength to certain labor organizations which they otherwise would not have. We freely acknowledge that it does. But we consider that the strength of the principle of union recognition is necessary to the safeguarding of the interests of employees before the board and essential to the existence of this board itself. That is primarily why we feel that we must have national conferences and agreements. That is why the railroads are primarily endeavoring to destroy national agreements and national adjustment boards.

That is why I have said that this case fundamentally involves a principle to which the question of rules is of secondary importance. We do not wish to perpetuate any unreasonable rules or working conditions. We do not wish to cause the railroads unreasonable expense. We shall not now advocate, and never have supported, any rules that do this. What we are primarily interested in at present is a basic fundamental principle of which this board can take judicial notice.

Furthermore, in presenting their detailed evidence to your honorable body the representatives of the railroads have clearly disclosed their fundamental purpose. The wide discrepancies in Gen. Atterbury's estimates as to the saving which might be accomplished by the abrogation of national agreements is already a matter of record before the board as well as the fact that the abrogation of national agreements would not afford the railroads relief from impending bankruptcy. It is clear that he is not so primarily opposed to general rules as he is to the principle of union recognition.

Furthermore, an analysis of the testimony of the railroads proves very illuminating in this same connection and demonstrates the sound-

ness of our contention. A summary analysis brings to light the following conclusions:

1. They have proposed no specific changes in specific rules for consideration of the employees.

2. They have proposed no specific changes in the national agreement for consideration of the employees.

3. They have, through attempting to prove certain specific rules inapplicable to certain roads, attacked the principle of having rules generally applicable.

We conclude therefore, and your analysis will substantiate this conclusion, that testimony of the railroads has been primarily directed not toward specific rules, but against the principle of collective bargaining of labor organizations in formulating general rules or agreements.

Finally, it should continually be borne in mind in considering the fundamental principle involved that application of general rules by the labor board and not by agreement between the parties is no recognition of collective bargaining or of unions.

In the light of this analysis of what appears to us the fundamental question involved in the pending case, let us consider what the situation will be if we continue our present procedure. The railroads required five weeks to present this testimony. If we should start at once on our reply, we should consume at least a week or more of rebuttal testimony by the railroads and several days, at least, of argument by both sides. The matter will then go before the board for final adjustment. Those who have had previous experience realize what technical and other difficulties are involved and how long will be required for careful analysis and decision.

In the meantime, what will happen? The attacks from the rear on the labor organizations will be continued. The public propaganda will be extended. The board will be flooded by individual complaints to the point where even if it does work night and day its work will be in vain. And all this will be done in the effort to destroy the principle of the union as the basis for collective bargaining, which is of the very essence of the transportation act itself and the only foundation upon which this board can hope to function successfully or the act itself be successfully applied.

It is because of these conditions and because of the fundamental principle involved that we have decided to frankly and without equivocation—calling a spade a spade—place the fundamental issue before the board. Until this fundamental issue is passed upon no action can be satisfactory and no action can really meet the situation. We therefore wish to urge that the board take judicial notice of this case in the premises and on the basis of the clear intent of the law by adopting the following course of procedure:

First. That the board refer the national agreements which are now before it to a joint conference of the representatives of the railroads and of the labor organizations, with the recommendation that their agreements be adjusted by negotiation as soon as possible, the board agreeing to pass promptly upon any points of difference which may arise from the negotiations.

Second. That the board request the representatives of the railroads and the representatives of the labor organizations to immediately meet the board in conference to consider the establishment of boards of adjustment as contemplated by the transportation act.

Third. That in reply to Mr. Atterbury's notice to the board and his subsequent letter to the chairman advising him that he contemplates filing a flood of individual complaints to reduce the wages of unskilled employees, that the board recommend to Gen. Atterbury that he meet in general conference with the representatives of the employees affected, so that existing general agreements will not be impaired and that the matter may be brought expeditiously to the consideration of the board in the form of a single complaint.

We make these recommendations to the board in order: (1) To insist upon the fundamental principle of collective bargaining through union recognition which is now the real issue before the board in our pending cases; (2) to expedite our case which will otherwise absorb a vast amount of time and effort; (3) to stop Mr. Atterbury and the railroads from preventing the proper functioning and destroying the effectiveness of this board by flooding it with a large number of individual complaints which it can not handle.

Finally, all our recommendations are made because this method of procedure can be carried out quickly and inexpensively at present, because the representatives of all the railroad labor organizations are now in the city and available for conference, and Mr. Atterbury has announced that a meeting of all the members of the Association of Railway Executives will meet in this city to-morrow. No better opportunity could be afforded to have the conferences suggested and to reach final action upon the fundamental issues involved.

The reasons which we would advance as the legal basis for this action by the board are as follows:

First. As to the notice of Gen. Atterbury that he will bring individual complaints from all the railroads to reduce the rates of pay of unskilled labor, he is not only concealing his real purpose of attacking the unions, but that he is not exerting "every reasonable effort" and adopting "every available means to avoid any interruption of traffic," as required by the transportation act in section 301.

If Gen. Atterbury were adopting every "reasonable effort," he would call a conference between the representatives of the labor organizations affected and the railroads which would consider the matter, so that the controversy might be settled or brought to this board as one case, which could be handled effectively by the board and which the representatives of the employees could meet on its merits.

Second. In the pending case as to national agreements, the railroads have never exerted "every reasonable effort" to settle it, and it should for this reason be remanded to them for conference and negotiation. They have never really conferred with the representatives of the employees. Mr. Atterbury's reluctance to enter a conference and his arbitrary refusal to consider it are also a matter of record before the board and demonstrate conclusively that such a conference should be ordered.

Third. By its resolution of December 20, 1920, the Labor Board declared that in its opinion it did not possess direct jurisdiction over the creation of national boards of adjustment, but, upon invitation of both the representatives of both railway employees and of executives, in its desire to be helpful it would participate in a conference to discuss the matter. Under section 307 of the act it has now, owing to the non-creation of adjustment boards, found it necessary to receive for hearing a dispute under section 303, which would not have been necessary if the provisions of section 302 had been carried out as intended by Congress. The proper adjustment of this dispute will

absorb a considerable amount of time and effort by the board. Other similar disputes have been before the board for months without final action, which would have been settled by the adjustment boards provided for in the law. Others are accumulating. Agreements can not be ratified. Ultimately serious dissatisfaction and unrest, with a possibility of a stoppage of transportation, may result. In the face of these deplorable conditions the railway executives now threaten to inundate the board with wage complaints from individual railroads, which should properly be taken up at district or national conferences with the representatives of the labor organizations involved.

There can be but one outcome to this situation—an impairment of the work of this board and the failure of the labor provisions of the transportation act.

Under these conditions we urge that it is a duty of the board under section 307 of the act to do what it can do to avoid such a consummation by acting on its own motion in taking the initiative and inviting the representatives of the railway executives, now in the city, and the representatives of the labor organizations, who are also here, to a conference with the board to consider the establishment of national boards of adjustment. Such action by the board would, in our opinion, not only be eminently proper but is essential to the public interest.

In closing I wish to emphasize the fact that we are not asking you to render a decision. Neither are we requesting that you secure the consent of the railroads to the procedure we suggest. It is clearly within the province of the board to make a recommendation even on its own motion. We are asking you to make, then, recommendations because of the fundamental principle involved in the pending cases to which the question of the propriety or reasonableness of certain rules are secondary and in order that the work of the board may be accelerated and the status and functions of the board preserved.

The Labor Board, we are glad to say, so far as complaints before the board are concerned, as well as in its own procedure, has held clearly to the principle of union recognition as the transportation act specifies. In this connection we have no criticism to make. Our request is that the board dispose of this case quickly by giving further recognition and sanction to this principle.

The specific bearing of this fundamental intent of the law and its application to the present situation is as clear as a crystal. We think that the board should take judicial notice of the bearing of this principle of union recognition upon the present case, and if it will do so the decision will be speedy and the result upon the transportation industry and the public will be extremely wholesome and effective. Such action will settle once for all this fundamental cause of unrest and of acute controversy and will inevitably lead to a proper working of the law and to the more efficient, economical operation of the railroads, in which both labor and capital could willingly cooperate.

The time has come when reason should prevail in the controversy which is now before you. We are glad to say that the indications of a tendency in this direction are already becoming evident from responsible sources. In this connection I wish to read to you, in part, from the leading editorial of the Wall Street Journal of February 12, 1921, which is universally recognized as the mouthpiece of the bankers, investors, and fiscal agents who are ultimately responsible for the credit and financial solvency of the transportation industry. This editorial commends the board and severely criticizes the actions of Mr. Atterbury. It is entitled "The railroads must wait," and is as follows:

"Motion to decide a case by dismissing the complaint after the plaintiff has presented his evidence in chief on the ground that no cause of action has been shown, is a common enough occurrence in the courts, but it naturally proceeds from the other party. That a plaintiff should move for judgment in his own favor before the defendant's case has been presented is an unheard-of thing.

"That is about what Gen. Atterbury did before the labor board, even though one must recognize that the board is not a court in the narrower sense and is not bound by the same rigid procedure. His proposal, that the national agreements be at once set aside on condition that the carriers refrain for 90 days from any step to reduce basic wage rates, might more properly have been made directly to the employees. The Labor Board can not trade with one party on behalf of the other. It can only lay down what it conceives to be just and reasonable conditions of employment, and as it is, by statute no less than by force of circumstances, a judicial body, it could not act without hearing both sides.

"Other and even more serious considerations support the wisdom of the board's decision to let the case proceed. It doubtless is unfortunate that the railroads must bear for months longer a burden of war-time wage regulations which, this newspaper is convinced, is outrageously oppressive both of the carriers and of the country at large. It would have been worse if the whole national effort to solve the railroad labor problem embodied in the wage provisions of the transportation act had been brought down in disaster. It is vital to the success of that effort that the employees, no less than the managers, should have implicit confidence in the impartiality of the board. That was the controlling issue raised by Gen. Atterbury.

"As for the merits of the national agreements themselves, the subject to which the Labor Board continues to address itself, many of their provisions are so thoroughly vicious that even the money beneficiaries thereof will not attempt to defend them, once their real import is widely understood.

"It may not be wholly desirable that the men go back in all respects to the 'rules and working conditions' of December, 1917; apparently the new line upon which the men must fall back can be drawn only after a more or less protracted investigation. Pending the outcome, the carriers must accept with what grace they may wage conditions in the making of which they had no part, conditions which have long since ceased to have any legitimate excuse."

You will note that this authoritative journal draws two conclusions: 1. That it would have been better for Gen. Atterbury to have submitted the proposal of a general wage reduction directly to the employees of the railroads and not to this board; and

2. That it is better for the railroads to incur the expense of rules which they may consider unreasonable than to attempt to destroy the labor provisions and machinery of the transportation act, which Mr. Atterbury's action, if approved by the board, would undoubtedly have done, as the Wall Street Journal has stated.

We place this authoritative opinion before you as a vindication of our position, as well as of the decision of the board, and with the conviction that thoughtful public opinion will further vindicate our attitude and sanction any reasonable and enlightened action which the board may adopt to avert the situation which is impending.

EXTENSION OF REMARKS

OF

HON. THOMAS D. SCHALL,
OF MINNESOTA,

IN THE HOUSE OF REPRESENTATIVES,

Saturday, January 8, 1921.

Mr. SCHALL. Mr. Speaker, in connection with the postal appropriation bill now before the House, I desire to acquaint the Members of the Congress with some facts relating to the efforts of the employees to improve the service by making postal employment more attractive. In the past the organized postal employees have rendered a public service by calling attention to service defects and pointing the way for betterments.

Largely through the activities of the employees themselves there have been placed upon the statutes by the Congress such beneficial legislative acts as the 8-hour law, the retirement act, the compensation for injury act, the day of rest weekly, and other laws, all of which have added to service efficiency. The Sixty-second Congress very wisely restored to the postal employees the right to petition Congress directly with reference to their grievances. They have since used this right with moderation and in a manner calculated to keep the Congress informed of the urgent industrial needs of the service.

The National Federation of Post Office Clerks has outlined a comprehensive legislative program which, when put into effect, will go far toward making postal employment for the clerical group less arduous.

Some of the principal points in this program are:

LEGISLATIVE OBJECTIVES.

Higher permanent basic wage standards. Postal wage standards should be high enough to attract the required man power to insure an efficient service.

A punitive rate of time and a half for work in excess of eight hours; all such overtime work to be confined strictly to actual emergencies.

Sunday and holiday work confined to an irreducible minimum.

Unnecessary night work eliminated by establishing a time differential—or a wage differential as an expedient—for work performed after 6 p. m. and prior to 6 a. m. The time differential to be 15 minutes in every hour or a 45-minute hour; the wage differential to be not less than 20 per cent.

Throughout the year Saturday half holidays, or the equivalent in compensatory time off each week on other days, establishing a 44-hour a week schedule.

Thirty days' sick leave annually with full pay, and indefinite leave on half pay for longer periods of such incapacitation.

Annual vacation period extended to 30 days and pro rated on basis of 2½ days monthly, computed from day of regular appointment.

Stools for distributors and other employees doing like work, and rest periods of at least five minutes each hour for all employees engaged in work requiring close mental application.

Credit for substitute service to be given, not only to entrants since June 5, 1920, but to all clerks and carriers below the maximum salary grade and for military service.

Reasonable periods for study of distribution schemes. All such scheme study to be considered office work.

A standardized, workable efficiency rating system to determine an employee's fitness which is not entirely a demerit system. An employee, under an efficiency rating plan worthy of the name, should have an opportunity to offset lapses and delinquencies by subsequent meritorious service.

Due recognition of seniority of service in determining fitness for promotions into special clerk and supervisory grades and higher official positions and in the assignment to preferential positions.

Improved working environment, with special attention to post-office occupational problems—lighting, sanitation, industrial hygiene, and reduction of health hazards by thorough cleansing of filthy mail equipment.

Liberalization of the retirement act, especially with reference to increasing maximum annuity to \$1,080 a year.

A court of appeals with authority to review and set aside, if found unjust, rulings and decisions of administrative officials in demotion and dismissal cases.

Recognition of postal organizations, nationally and locally, by the Post Office Department with opportunity for national officers to confer with those in authority.

In an endeavor to secure, by administration, reform in some of the grievances mentioned, the national executive committee

of the National Federation of Post Office Clerks submitted the following memorial to the Postmaster General:

HON. ALBERT S. BURLINSON,
Postmaster General, Washington, D. C.

OCTOBER 14, 1920.

SIR: We respectfully submit some suggestions for the improvement of the Postal Service and, more particularly, the improvement of the working conditions of the clerical force. These suggestions cover only those matters that are within your power to correct through administrative action. No mention is made in this communication of postal wages or those other important issues that require action by the Congress to remedy.

NIGHT WORK.

Night work in post offices should be reduced to the lowest point consistent with good service. There is now much unnecessary night work which the department could eliminate by a systematic campaign to induce earlier mailings and by stricter regulatory measures on bulk mailings of relative unimportant mail matter.

Those clerks performing the necessary night work should be given the benefit of a shorter tour of duty in recognition of its admitted hardships. Authority to do so now rests with the department. The 8-hour law of August 24, 1912, did not establish eight hours as a minimum daily requirement. It reads in part: "Clerks in first and second class post offices shall be required to work not more than eight hours a day." The words "not more than eight hours" would indicate that a less number is permissible. The department therefore could by regulation establish the principle that seven hours or less of night work be equivalent to eight hours of daywork. This time differential in favor of the night workers would do much to curtail the expensive labor turnover in the clerical force and allay dissatisfaction and unrest. Moreover, the Post Office Department in thus recognizing the disadvantage of night employment would be merely following the long-established principle of the Government Printing Office and other agencies of the Government in which higher pay is given night workers.

OVERTIME.

The postal 8-hour law contemplates that the daily working schedules of the clerks shall not exceed eight hours, excepting only in emergencies. In many of the larger post offices, however, the 8-hour schedule is ignored, and men are daily forced to work excessively long hours when no emergency such as the law contemplates exists. Overtime service is confined almost entirely to distributors, who must, because of the nature of their work, study distribution schemes after office hours. Experience has shown—and any investigation you make of this problem will convince you also of this fact—that the imposition of overtime upon distributors does not speed up the handling of the mails over any considerable period.

We are firmly convinced from our own study of the subject that the department is making a costly administrative mistake in permitting local supervisory officials full authority to impose overtime service upon distributors. A closer adherence to the letter and spirit of the 8-hour law, by confining overtime only to actual emergencies, would greatly expedite the handling of the mails, insure the men needed rest, permit of the necessary study periods, and minimize errors in distribution that have now reached such proportions in the service as to result in a great economic loss and serious inconvenience to the public. A firm insistence by the department that its distribution force be given the benefit of the 8-hour day would result, we believe, in a greatly improved service, fewer costly errors in distribution, fewer resignations, and a better morale generally throughout the working force.

HOME SCHEME STUDY.

Expert distributors are among the most essential workers in the post offices. They must study distribution schemes at home. Their value to the service depends largely upon the amount of time they devote in this study. Time off should be granted for scheme study, regulated according to the needs of each particular case. The department's practice of imposing scheme requirements upon clerks not engaged in distribution is hardly calculated to improve service efficiency and should be discontinued.

SENIORITY.

We commend the department for its regulation relating to the recognition of seniority of service as a factor in the assignment of clerks to so-called preferred positions. We deplore the fact that many postmasters are not carrying out the letter and spirit of these regulations. There is urgent need of a comprehensive seniority plan under which employees would be assured of earned promotions or preferred assignments when justly entitled thereto. As a part of this communication you will find attached the outline of such a plan, which might with profit be put into operation by the department.

EFFICIENCY RATING SYSTEM.

The absence of any uniform standard system to determine, with approximate accuracy at least, the fitness of employees to retain their positions and to be eligible for promotions is a source of irritation. Most of the systems in operation are entirely "demerit" systems. We feel there should be some credit for meritorious service and also less opportunity for favoritism on the part of supervisory employees. This entire subject matter, vital as it is to the individual employee, is worthy of the deepest study, and we are prepared to offer helpful suggestions in putting into effect a rating system that will better meet the service needs than the present unsatisfactory plan.

SANITATION.

It is imperative that the department pay more attention to improved working environment and post-office occupational problems. The insanitary, unhealthful, crowded conditions of many post-office workrooms is a menace to the health of the employees directly affected and to mail patrons as well. The reduction of health hazards by the thorough cleansing of mail equipment is another crying need. We vigorously protest against the removal, in some offices, of the clothes lockers and instituting in lieu thereof a checking system, which is insanitary and potentially the medium for the spread of contagious diseases. It is incongruous, we insist, for the Government, through its Public Health Service, to urge preventive steps by private employers against the possible spread of disease and then subject its own postal employees to the hazards it condemns in private employment.

RECOGNITION OF ORGANIZATIONS.

We earnestly urge the Post Office Department to grant official recognition to the organizations of postal employees. Official recognition, in accordance with established precedents in other countries, means that on suitable occasions the duly chosen representatives of the postal employees' organizations shall have the privilege of acquainting the departmental officials with the views of the employees on matters affect-

ing their welfare and interests. We believe that the granting of such recognition is justified by every fact bearing upon the subject, and we furthermore submit that the adoption of this policy always has been attended with the most gratifying results. The postal employees should thus have a means of approach and expression to those in authority. We are entirely confident that out of such an arrangement, once instituted, will flow incalculable good, beneficial alike to the service, the department, and the workers. It is not intended, of course, that this grant of official recognition to employees' organizations will in any way interfere with the individual right of petition.

SPECIAL CLERKS.

We respectfully request a revocation of the department's order confining the special clerk designation to distributors. Conceding there may have been some abuses in the past in the allotment of special clerkships, we do not believe the department should summarily alter its policy and hereafter permit only clerks engaged in distribution to be eligible to the title and compensation of a special clerk. Such a marked departure from an established policy is unjust to thousands of experienced, skilled clerks, many of them former distributors, now engaged in tasks requiring special fitness or entailing financial or other responsibilities. We have always contended that special clerkships should be allotted only to those performing duties requiring special skill or fitness, or for the assumption of financial or other responsibilities, and that appointment into the special clerk grades should be governed by merit with seniority of service, other things being equal, as the determining factor. In this manner the skilled veteran clerks could work up to those positions in the service to which they were rightly entitled, and constitute, as a group, the recruiting field for the supervisory force.

The department's ruling puts a premium on a knowledge of mail distribution. This practically closes the door to promotion upward out of the distribution force. It establishes the dictum "once a distributor, always a distributor." It will mean that hereafter desired supervisory positions at stations or in the financial or other branches of a post office will be given to the junior clerks who have a practical knowledge of the work. In time the senior clerks will know nothing but distribution and be handicapped accordingly in seeking promotions to supervisory positions in other lines of post-office work.

The department's ruling does not benefit the great majority of distributors. It merely creates an arbitrary distinction of \$200 in compensation between a few distributors and the rank and file who according to the department's own standard, are capable of qualifying for special clerkships but will have no opportunity of doing so during this fiscal year.

If the department wishes to exalt the distributor—and we are told this is the primary purpose of this ruling—we earnestly request that immediate consideration be given to our suggestions for a reduction of night work, closer observance of the eight-hour day, a lessening of scheme requirements, improved sanitary surroundings and other reforms we have enumerated in this communication, which would make the work of the distributor more attractive.

MORE FREQUENT PAY PERIODS.

At the present time the custom of paying in periods of not longer than seven days is the established practice in most industries. There is much to commend in this practice. The employee has a fuller command over his wages and is in a better position to meet bills and to keep abreast of current expenses. It is our opinion that four pay periods a month should be established in the Postal Service.

Respectfully, yours,

EXECUTIVE COMMITTEE,
NATIONAL FEDERATION OF POST OFFICE CLERKS.

PROPOSED SENIORITY SYSTEM.

Incorporated in the memorial of the executive committee was the following proposed outline of a seniority system, which is intended to minimize opportunities for discrimination in the filling of vacancies within the service or the appointment to newly created positions:

SENIORITY SYSTEM OF PROMOTION TO APPLY TO POST-OFFICE CLERKS.

1. Promotions shall be on ability, merit, and seniority; ability and merit being sufficient, seniority shall govern, except, however, that this provision shall not apply to personal secretaries of postmasters, superintendents, and other officials. It shall not apply to positions superior to that designated as foreman except as hereinafter provided.

2. Employees declining promotions shall not lose their seniority.

3. Employees accepting promotions shall have 30 days in which to qualify; and, failing, shall be restored to former positions without loss of seniority.

4. Each new position or vacancy shall be bulletined, and each employee shall be given an opportunity to accept or reject the same. The senior qualified employee who applies shall be assigned thereto under the provisions of section 3. Ample opportunity shall be given the senior applicant for practice necessary to such new position.

5. The postmaster shall be the judge of the applicant's fitness, but the right of appeal from such decision to the Postmaster General is granted under the following provisions:

A. A senior applicant for a new or vacant position whose application is denied shall have the right to appeal from such decision and to a hearing upon his case, and shall be furnished a statement in writing of the reasons for the same from the official responsible for such adverse decision.

B. This hearing must occur, except under unusual conditions preventing the same, within seven days of the date of appeal. In case of a postponement the affected employee shall receive a written statement of the cause of such postponement.

C. The employee affected shall have the right to be represented by a committee of employees or by one or more representatives designated by the employee.

6. Clerks on entering the service shall be assigned to night duty, or the least desirable tour of duty, in the division of mails to be construed as either the outgoing or city division.

7. Promotions shall be made from this primary assignment to more desirable tours and duties as vacancies occur or as new positions are created. This shall apply to all grades, including that of foreman.

8. Promotions to positions of superior class to that of foreman shall be made from the ranks of the foremen. The fitness of foremen to further promotion shall be determined by the result of an examination suited to the position in question.

9. In changing from one division to another the clerk so changing shall retain seniority from date of appointment as a regular clerk, except in unusual cases where exception is allowed by agreement between the postmaster and the employees.

10. For the purpose of administering this plan, the postmaster of each office shall prepare and post a seniority roster of all clerks in the office. After the correctness of this roster has been established it shall be periodically corrected.

11. This plan shall not operate to change existing schedules, whether fixed or rotating, unless at the desire of the clerks and by agreement with the postmaster.

Respectfully submitted.

EXECUTIVE COMMITTEE,

NATIONAL FEDERATION OF POST OFFICE CLERKS.

October 14, 1920.

SPECIAL CLERK DEMOTION.

While endeavoring, through intercession with the department, to secure reforms in usages and interpretation of laws in accord with the intent of Congress, the clerks have found that the interests of the employees have been injured and the will of Congress transgressed by strained and drastic administration. A very pertinent example is found in a recent ruling of the Post Office Department under which hundreds of clerks have been suddenly, and without any failure of duty on their part, demoted in salary; and others, for whose supposed benefit these demotions were made denied promotion to fill the vacancies thus created.

Congress authorized a number of years ago two grades of "special clerks" drawing \$200 and \$100 above the regular classification. These grades were to be filled by promotion of especially meritorious clerks or those performing work of a peculiarly responsible nature. These were registry, money-order, and stamp clerks, and so forth, in addition to expert distributors. Suddenly the department changed this usage, ruling that in future only expert distributors were allowed in these grades. This resulted in a reduction of salary of clerks who had, as they supposed, earned these promotions. So drastically was this enforced that no cognizance was taken of the fact that many of these demoted clerks had served long periods as distributors and had been given assignments away from this class of work as a reward for long and faithful service. An example of this is shown in the following instance, typical of many others. A clerk in New York had been for years an expert distributor. Finally, because of his expert knowledge, he was assigned to a position where he has in a certain degree supervision over the placing of distributors. In addition to this, he performed other duties of a high character. He was given a special clerk's grade. As a result of this order, he is still performing the particular work spoken of, but is reduced in salary.

Even in reassigning these special clerk grades, injustices of the most glaring description have occurred. These injustices arise from the stringency of the departmental requirements and from the failure of a complete understanding of these requirements between local officials and the department. The following instances are typical of hundreds in which the clerks concerned have fulfilled the standards set, as they were instructed, but have been denied the grade they have qualified for.

The department requires two examinations, totaling 1,500 cards—street numbers or post offices—to be taken within a year as a requirement for promotion to special grades. In a large office some 20 or more clerks took these two examinations, but on being recommended for promotion to the \$2,000 grade, the one to which they aspired, were informed, through the local postmaster, that these tests must be taken within the fiscal and not the calendar year. As a result all were denied promotion but one clerk who had failed on his first examination and retook the same. This caused his two examinations within the fiscal year, and he was promoted for not knowing his distribution scheme as well as others.

In another office a clerk took examinations on city distribution in which he threw 1,500 cards labeled with the name of certain firms to boxes labeled with the carrier number to which they should go. This is a difficult form of examination in that no clew is given, by way of street and number, to the part of the city in which the firm is located. However, owing to a misunderstanding of terms, the department decided that this must mean an examination in which the clerk threw cards labeled with the name of firms to boxes bearing the same name of the firm, a very simple test that even a novice could pass. In spite of explanations, continued for some time, the clerk concerned has been denied his promotion.

In another office of considerable size the special clerks not performing distribution have been demoted in accordance with the order, but the 20 or more vacancies have not been filled owing to a failure of the postmaster to recommend, and the net result has been the reduction of 20 or more clerks. In the New York Post Office, and in others, clerks have been compelled, in order to reach the arbitrary minimum of 1,500 cards, to learn distribution foreign to the work they perform. In some instances this is the distribution of an entirely different division of the office, as in a certain station in New York the distributors

on outgoing mail are compelled to learn distribution of use only on incoming mail.

The postmaster of a Middle Western post office, in order to avoid unnecessary study on the part of his special clerks, assigned to those whose work carried with it the necessity of knowing twelve hundred cards, more or less, a slightly less complicated distribution in use throughout the entire division of mails, to make up the required 1,500 cards. After these examinations had been taken and the recommendations made to Washington, he was told that they had been disallowed owing to the fact that this supplementary examination did not come within the exact technical description designated by the department.

In Chicago this lack of understanding has resulted in controversy between the local authorities and Washington for a period of six months. Clerks who have laboriously memorized distribution schemes in the hope of promotion are still waiting to be told whether the tests given them in Chicago will pass muster in Washington.

The statement is made that if the clerks assigned to work other than distribution had taken the department at its word and demanded distribution assignments the offices would have been disorganized. Out of many we will give one pertinent illustration. A certain clerk, in a rather small post office, had made himself so proficient that he is being used by the postmaster as a utility clerk. This led to his being given work as a money-order clerk part of the time, registry clerk at other times, and during the rush period work as expert distributor. He easily met the examination tests and because of this and for unusual adaptability and willingness was warmly recommended by his postmaster. The department refused to allow him the promotion on the ground that he was not on distribution for a minimum of six hours a day—another drastic and tardily understood requirement of the department. The postmaster responded that his force was so depleted of skilled clerks by resignation and the wide knowledge of this clerk so indispensable that the schedule could not be rearranged without deterioration of the work in the office and lessening of its ability to serve the public. The department still refuses to promote the man.

The National Federation of Post Office Clerks claims that it is obviously unjust to demote one class of deserving clerks, even to provide for another equally or even more deserving class. They state that if the force of trained distributors had not been depleted by lack of any consideration for them in the past the present order would not have even the appearance of plausibility it now carries. The remedy lies not in penalizing certain individuals but in equalizing the opportunities in the service for desirable positions and for promotions. If there was a strict enforcement of a seniority rule, if overtime and night work were given consideration in hours and wages, if stools were provided for distributors, and pay given for time spent in studying distribution schemes, if in a word the various handicaps now suffered by the men actually engaged in handling mail were removed, it would not be necessary to bribe them to remain.

REDUCTION OF NIGHT WORK.

Perhaps no reform would be hailed with greater delight by the distributors than the reduction of night work. This is contemplated by the following bill now pending before the House Post Office Committee, upon which I trust early action will be had:

A bill to reduce night work in post offices.

Be it enacted, etc., That hereafter 45 minutes' night work performed by clerks and carriers in first and second class post offices and railway postal clerks assigned to terminal railway post offices shall be computed the same as 1 hour's daywork: *Provided,* That for the purposes of this act, night work shall be defined as any work done between the hours of 6 postmeridian and 6 antemeridian.

SEC. 2. That in cases of emergency, or if the needs of the service require, clerks and carriers in first and second class post offices can be required to work in excess of the 45-minute per hour schedule between the hours of 6 postmeridian and 6 antemeridian, and for such additional services they shall be paid at a rate of 50 per cent higher than their salaries as fixed by law.

PUNITIVE RATE FOR OVERTIME.

Postal overtime falls mostly on distributors. The Congress should insure these workers of a stricter observance of the 8-hour law by paying a rate of time and one-half for overtime. This is contemplated in the following bill, now awaiting action by the House Post Office Committee:

A bill providing additional compensation to certain employees of the Post Office Department for overtime service.

Be it enacted, etc., That hereafter when emergencies or the needs of the service require clerks and special clerks in first and second class post offices, railway mail clerks assigned to terminals, and letter carriers in the City Delivery Service to work in excess of eight hours a day, for such additional services they shall be paid at a rate of 50 per cent higher than their salaries as fixed by law.

SPEECH

OF

HON. HERBERT C. PELL,

OF NEW YORK.

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, December 8, 1920.

The House had under consideration the bill (H. R. 10311) to further amend section 8 of an act entitled "An act for preventing the manufacture, sale, or transportation of adulterated or misbranded or poisonous or deleterious foods, drugs, medicines, and liquors, and for regulating traffic therein, and for other purposes," approved June 30, 1906, and amended by the act approved March 3, 1913.

Mr. PELL. Mr. Speaker and gentlemen, a very great part of the difficulties which this country is now facing comes from the exaggerated regulation of all forms of business. This tendency toward Government control has increased under both parties for the last 20 years until it is now an actual menace to the future prosperity of the country. At the recent election the people repudiated the Democratic Party not because they preferred Republican laws but because they thought the Democrats had passed too many hampering regulations.

Of course, I do not advocate going back to the system that prevailed in this country 20 years ago, when business was conducted practically without any rules except that of take and keep. For better or worse we have passed beyond the economic condition in which such a system is possible. It developed great men and on the whole was beneficial to the country. It also, however, developed a great deal of corruption and abuse, which finally brought about the overwhelming demand for some sort of regulation of business which culminated in 1912 in the remarkable record of the Progressive Party, which first formally suggested to the American people that the economic laws suitable for a frontier population were no longer possible for the United States, and made a serious attempt to treat industry in a new way.

The Progressive Party did not agree with what had been, up to then, the prevailing doctrine of the Democrats, namely, that a large business should be hit on the head because of its potentialities for evil, nor with the doctrine of the Republicans that big business should be given what practically amounted to a license to steal. The Progressive Party advocated a certain amount of regulation of industry, on the ground that we should not forego the obvious economic advantages of cooperation but that we should see to it that large as well as small industries should be conducted honestly and with fairness both to the consumer and the producer. I still think this ideal is possible of realization, but a program of regulation must be very carefully considered. It should be clear to us that the burden of proof rests heavily on the proponents of new regulation. Business men should be left free to do as they please unless it can be clearly demonstrated that the protection of the community demands a particular regulation.

It is our duty to protect the citizen against violence and fraud, but it is not our part to protect him against the results of his own folly and carelessness. We should, of course, see to it that no manufacturer or dealer should deceive the ordinary citizen using ordinary judgment. Statute has already so far modified the rule of "caveat emptor." The average man can not be expected to carry with him a chemical laboratory in which he can analyze his purchases, or delicately adjusted scales and measures with which to ascertain their weight and bulk. Therefore previous Congresses have justly passed laws prohibiting the use of dangerous adulterants and have obliged the manufacturer to mark on the package the bulk of its contents and to indicate the presence of adulterants, which, while harmless, are of no value, such as noninjurious preservatives or coloring matter. That is to say, the law protects the citizen from frauds which ordinary observation can not detect; and that is, I believe, as far as we should go. It is too big a task for this Congress or any other body to prevent the application of the maxim that "A fool and his money are soon parted."

We are told by the advocates of the bill now before the House that what is known as a pinch bottle is larger in appearance than a round one, and therefore the public will be deceived, notwithstanding the fact that the contents of all bottles must by law be conspicuously marked on the label. This is going too far. The next thing we shall be told that people instead of judging bottles by their height are going to judge them by their shape. We will be asked to provide that a 1-ounce bottle shall be round, a 2-ounce bottle square, a 4-ounce bottle pyramid shape, and so on.

It does not seem to me that we should legislate continuously for careless people to the detriment of ordinary business. Flat bottles in a great many cases are convenient. They are easily packed and do not roll off a shelf. Very frequently a commodity has been marketed for years in a peculiarly shaped bottle or box, and this container has become a sort of trademark. The courts have upheld the right of manufacturers to consider them so. It would be as unjust to the manufacturers of many products to compel them to adopt a different-shaped container as it would be to prevent them from using a particular colored label, which has by time become associated in the public mind with their product.

This bill is only a part of a mass of regulations and of a movement to which I am opposed. Legislation which hampers business and the freedom and independence of business men should not be passed, unless it is obvious that it is necessary for the prevention of fraud against ordinarily observant people or for the protection of fair competition. Business should be left alone as much as possible. The people of the United States should be allowed to rely a great deal more on their own initiative, zeal, and intelligence.

During the next few years we will probably have hard times, and if Congress gives way every time a group of the community clamors for a new law or regulation it will only make the troubles more severe in the end.

Passing From a War to a Peace Basis—The Outlook.

EXTENSION OF REMARKS

OF

HON. SIMEON D. FESS,

OF OHIO.

IN THE HOUSE OF REPRESENTATIVES,

Thursday, January 13, 1921.

Mr. FESS. Mr. Speaker, to safely find a true course out of our present situation it will be necessary for us to recall the steps by which we have reached it. In building the war machine, which had to be done without delay, sound business methods were abandoned and economic wisdom was not consulted. We inflated the cost production without efficiency in service. To invite the maximum product of labor we increased the wage scale for Government work in shipyards, munition plants, cantonments, aviation fields, and all Government work. We pushed up the cost level by shortening the basic day, allowing overtime with increased pay, increased workers to the piece, transportation allowance from home to shop, and over \$100,000,000 expenditure for temporary housing. This policy forestalled economy in Government work.

These numerous items of increased cost, all indefinite, gave occasion for the unfortunate cost-plus contract for all Government work. Here again we have invited the wildest extravagance. The inevitable profiteering both by labor and capital invited by these steps augmented the Government cost bill, which could be met only by taxation or bonds, or both. The Government did not discourage, but greatly encouraged profiteering by the excess-profits tax. It virtually said "profiteer all you wish; the greater the excess profit you make the greater will be the Government income from this tax."

As a consequence, there should be no surprise that the business world has never witnessed a like period of expenditure. It is doubtful whether any people ever experienced such an orgy of personal as well as governmental extravagance. The Government borrowed from the people over \$30,000,000,000 in the name of winning the war and distributed it among the people in the most lavish manner. Our people went into a riot of expenditure. Prices advanced without increase of values. The dealer soon had no concern about his sales but rather his purchases of goods to satisfy the demand. Instead of keeping salesmen on the road to sell goods, they had to be converted into buyers to secure goods for sale. The result was less regard for efficiency in service, and the rule was soon established to increase the cost on the one hand and decrease the service on the other, until we reached the high level where it would cost three times to do the Government work that it cost before the war.

The recent disclosures in the Shipping Board management, the Muscle Shoals project, and other war activities supply an appalling exhibition of what has been denominated as "imbecile incompetence, criminal indifference, and unbelievable cor-

ruption." Recent revelations in the Government purchases of coal may explain the exorbitant prices the public had to pay for fuel. The Government having become the competitor in the labor market, all industry had to come to the Government level or close down, hence the Government cost schedule became the general cost schedule. Recent revelations in much of the construction work in the great metropolis indicate the extent to which men will go under the stress of war times when they become money mad.

Apacé with this inflation of values in which price has no connection with the value of the product, expansion of our currency as well as our credit kept up, until our dollar bought about one-half what it purchased before the war.

The war has left its problems numerous and imminent, among which is that of finance. To care for the interest on our enormous public debt \$1,200,000,000 will be required annually until the debt is reduced. The care of the disabled soldiers, the dependents of the dead, and the insurance of the service men, including the hospitalization as well as the rehabilitation needs, reach a stupendous sum of money. But no citizen will object to the most generous treatment of our soldiers. We are told by the head of the Treasury that for some years yet to come we must provide by taxation an annual expenditure of at least \$4,000,000,000. This is almost six times what it cost us to run the Government in 1912, and fully four times the cost of 1917. There can be no reduction of taxation except by reduction of the cost of Government.

Taxation is our most important problem for immediate attention. Our first duty, therefore, is clear to all. It is to cut the cost of government. This is the work of Congress, the appropriating body. We are now at that work, and we will almost certainly cut the estimated cost almost \$1,000,000,000 this Congress.

Our next problem is to insure a more businesslike and economic administration of Government affairs by the adoption of a budget system. This will be done as soon as the new administration is installed. We have already taken the first steps toward another reform, to eliminate duplication by a reorganization of Government departments. Our next step—a most important one—is to revise our entire taxation system in the interest of simplicity and equity. It is generally agreed that the excess-profits tax will be modified, if not repealed, as an economic necessity. It is also being seriously considered to revise the income tax in the higher ranges of the surtax schedule for the same reason, and for the additional reason to avoid driving incomes into investments in nontaxables, which operates to defeat the purpose of the income tax.

Two new taxes are being seriously discussed, viz, the sales tax and the tax on undistributed profits of corporations. A flat tax of from 16 to 20 per cent on corporation incomes is also being discussed with some seriousness. It is generally agreed that a greater amount of revenues must be collected from customs. The Ways and Means Committee is now holding hearings on which to base a revision of tariff schedules. It is thought that the customs duties, which now under the Underwood bill amount to a little over \$300,000,000, can be made to produce from \$600,000,000 to \$750,000,000 through a tariff measure drafted on a protective basis, without injury to our foreign trade, but a decided stimulus to our home production.

Whatever the form our taxation system will take, it must be simplified so as to insure our citizens against uncertainties of assessments. When once adjusted, it should not again be reopened. It must also be so drafted as to avoid penalizing business. It should be levied, so far as possible, to stimulate rather than retard enterprise, and thereby invite investment of capital and the employment of labor, in the insurance of the integrity of business enterprises, and thereby invite the enlargement of existing business plants as well as the creation of new businesses. At most, it must not treat legitimate business success as a crime to be punished. With the Government's early steps to get out of business in order to give private enterprise a chance—a solemn pledge to the people, accepted by them with emphasis—with its determination to revise the taxation system on the most equitable and economic line, and a promised reduction of tax burdens assured by the reduction of the cost of government, we can now ask, What of the future of the Nation's business? Our concern is not now with the past, save as a guide for action in the future.

From the inevitable liquidation of war conditions through which the Nation will pass from a war to a peace basis there must be some suffering. Consumption demands a reduction of the cost of production. That is unavoidable. We are now in the midst of that process. War levels can not and should not be maintained. Prices are too high. Steps should have been taken at once to liquidate. Delay must inevitably be

costly, and can only defer the inevitable. We have waited for two years, and finally the buying public has struck for lower prices, which leaves the seller without his home market, and further aggravated by the European situation the seller finds that his goods are left on the shelves without buyers. Businesses in consequence are slowing down. Unemployment is rapidly increasing.

There is but one legitimate remedy, and that is prices must come down, even though they fall below the war-cost of production. This must be marked off as so much loss due to the war. This is the law, and as it appears to me it can not be averted. It is unfortunate that the close of the war found the producer, including the farmer, with much of his goods on hand that cost more to produce than the market will now command. It is a sacrifice that can not be averted. It is the risk of war. Congress is besieged by many interests to fix prices by Government fiat, and to enact palliative legislation, most of which is unwise because uneconomic. Government price-fixing repudiates sound business principles. We can not pass laws to reduce the price to the consumer, who demands a return to a normal peace basis, and at the same time to increase it or even maintain it on a war basis for the producer, who claims it as a just defense against falling prices which he can not control. The truth is, the producer of some goods is the consumer of other goods. He can not demand a decrease of the price of goods he buys and an increase of the price of goods he sells. War prices are too high, and must come down or goods will remain unsold. This liquidation must come; the sooner it comes the sooner it will be over, when business can safely invest again. This stage must be reached and passed, after which business will start anew.

As I see it, the future is not gloomy, but it is bright. Our people and our country hold a wonderful position. We have had no famine or failure. On the other hand, we can show a record crop from the fields of agriculture, our industry which holds first rank. We have already taken the steps and are now assured of a successful transportation system. The last six months have shown a wonderful advancement in efficient railroading, not only in traffic movement but in service to the public; we are no longer in danger of a breakdown in the second greatest industry in the world. Upon all sides have been noted a marked increase in the productiveness of labor, in which the unit of production is increased while the unit of cost is decreased. This principle is the secret of progress in all enterprises. Increased cost must insure increased production. This recent change indicates a productive possibility in which the salutary principle is again practiced where the cost of production is lowered without lowering the power of consumption. But, on the other hand, it lowers the cost of living without disturbing production, and thereby increases the power of consumption by the insurance of steady employment, even though it be at a lower wage scale. The size of the day's wage is not so important as the amount it will buy in the markets. Higher wages and still higher consumption is not to be preferred to lower wages and still lower consumption.

The cessation of strikes is another sure indication of a lowering of the cost of production, and thereby the increasing of the power of consumption. Whether this cessation is due to a better relationship between labor and capital, or to a wiser counsel of the leaders both of labor and capital, or to labor adjustment boards, or to threatened penal legislation, or to the force of economic laws, or to all of these combined, the result is one of the surest promises of the future. It relieves enterprise from a risk the most costly to the public.

Still another bright prospect is seen. There is less evidence of extravagance and more of thrift among all our people, one of the very best omens of the future. The surest remedy of the industrial and economic evils of any or all nations is the homely one of "Work and save." No people can be safe industrially where either thriftlessness or wastefulness is practiced.

Our financial system, which is most important in this stress of war conditions, is built upon a sound basis and needs only cautious administration. Our war trade has given us the largest stock of gold ever possessed by any nation. We need not fear our reserves, if we guard our foreign trade and retain our balance. Our system must neither respond to the temporary demands for inflation, an ever-present danger, nor to a too rapid deflation, which is fraught with dire suffering. Europe's present financial situation is a standing warning against the evils of inflation. Her exchange calls for a safer policy of finance.

However, the European situation will settle. In my judgment, one of the earliest steps to be taken by President HARDING will be to effect a peace settlement with Germany and which, of course, will be with honor, and which will open that portion of

Europe's markets now closed to us, whether by a state of war, as in the case of Germany, or because of the uncertainty of the future, as in the case of the balance of Europe. This settlement will greatly stimulate all Europe. I have no doubt that Germany's indemnity will soon be definitely fixed by the Allies. It should be done at once, for many reasons. This must be done before Germany will attempt to take steps to return to a productive people and to produce to the maximum. The delay of this decision, from whatever cause, but defers the time of making the necessary preparation to rejuvenate the Old World. It is perfectly apparent to all thinking people that until Germany knows what she must pay she will take no steps to place the Empire in a working condition. France, looking to Germany for an indemnity, has not yet entered upon a campaign of work, and it is feared will not until it is fixed definitely. Then she will join the other war-torn countries in their campaign for "all the nations back to work." Europe's needs, which are incomparably great, will then take much of our surplus. Senator HARDING fully senses the importance of this situation. No one is more anxious to meet and solve it. When the time comes he will doubtless act without delay. However, for some time to come we must be our own major consumer. Our situation at home demands confidence and faith. Our productive capacity as well as consumptive ability are unlimited.

The steel industry will be taxed to its fullest capacity to answer the needs of construction in railroad equipment. The needs of transportation are increasingly great and now await the day of aggressive building. In turn this demand will tax our coal, gas, and oil industries. Likewise, the demand upon the cement plants of the country for supplemental constructional work will increase beyond the use of that article in the past years. An era of rebuilding is inevitable. These demands will also be displayed in the growth of activities in all public utilities. Our shipping industries should call into operation the maximum possibilities of an ample merchant marine equipment, now ready and building. The growth of municipalities will continue with their great demand for all classes of construction work. The development of hydroelectric power to conserve waste on our streams is another good omen.

I wish to make an observation on the rubber business which is of pertinent interest to a very large proportion of the business world. The outlook can not be determined by the recent past, nor even the present, but by the needs of the future. It might well be said that this is the automobile age. Within 10 years' time our entire life, both social and industrial, has been modified by this agency, as it had been in the past 20 years by electricity. The automobile is here and here to stay. Our present industrial life could not continue without it. Eight million motors in America has reconstituted our national life. This continued employment is an impelling necessity. It will take 1,500,000 automobiles per year for replacement.

This industry, even though it did not grow, which is unthinkable, will require three-fourths of the full capacity of all the motor manufacturing plants in the country, since our ability or capacity does not reach beyond 2,000,000 per annum. If this demand in the recent past has made the rubber business what it is, there is no doubt about the future of the industry, since there is no substitute. The motor car long ago ceased to be a luxury. It is to-day as much of a necessity in passenger transportation as the trolley car, and much more of a necessity for truck and delivery service than the horse-drawn vehicle. It is even pressing the service of the steam car.

The motor vehicle in a way becomes a business barometer. Its increasingly important utility has been the one big factor in an era of good roads building within the last decade. Those elements of our population which at first condemned the automobile as a wasteful luxury and denounced road improvement and highways construction as wicked extravagance on behalf of the few are now owners of cars, and they are now the strongest advocates of good roads. Every State is taking advance position in highway construction, and the Nation is supplementing the efforts. This program will see a great expansion in the near future.

The outlook for this industry is not gloomy. Its growth is a national necessity. As I view the general situation from the business standpoint, I can not too strongly urge rational optimism. We have all the elements of a prosperous future. It needs but a sane policy and attitude toward the situation. War conditions persist. They must be abandoned at the earliest moment. War agencies must be dismantled. Liquidation is inevitable, and it must not be retarded by half-baked legislation and quack remedies. What we must have is regard for sound economic principles in taxation and Government expenditure. This will help us out of the riot of extravagance and wicked profiteering on every hand. A return to the old-fashioned rule of common honesty, with a due respect for a better code of

ethics in business, is demanded. Our foreign relations will be better understood. The new administration of governmental affairs will end this period of uncertainty, not to be long delayed, and it will give hope to the future by the assurance that suspicion will give way to confidence, when the policy of penalizing success will be abandoned for a policy of recognition of achievement as a real asset to the Nation. This is the promise our people hope to see realized. It is the consummation within our reach. It can not come overnight. The errors of a world war will take some time to correct. Our people, all classes, must have patience. They must await the operation of economic law. In the light of these patent facts I bid you have faith in the future, and with confidence keep steady your efforts to reach the safe basis upon which we will again build. I sincerely believe we will soon enter upon a stage of wonderful rebuilding, a prosperous era for all our people.

EXTENSION OF REMARKS

OF

HON. LUCIAN W. PARRISH,
OF TEXAS,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, December 22, 1920.

Mr. PARRISH. Mr. Speaker, I voted for the rehabilitation of the War Finance Corporation because it will aid the farmers and producers of Texas and the Nation; I am going to vote for the emergency tariff on farm products for the same reason.

It is high time that Congress throw out the life line to the farmers and producers or else there will be none in a very short while. I do not believe that this bill will do all that is expected of it, but during times of emergency, such as now, I believe in giving the benefit of all doubt to the producers who are facing bankruptcy, and I am casting my vote for this bill purely as an emergency relief measure. In doing so I want it made plain that I do not commit myself to any permanent tariff policies or schedules suggested or contained in the bill. My sympathies are with those who are struggling to produce the world's supply of food and clothing, and during this critical hour no appeal of theirs will fail to receive my most earnest and sympathetic consideration.

EXTENSION OF REMARKS

OF

HON. ERNEST R. ACKERMAN,
OF NEW JERSEY,

IN THE HOUSE OF REPRESENTATIVES,

Monday, January 17, 1921.

Mr. ACKERMAN. Mr. Speaker, under the leave granted me to extend my remarks in the RECORD, I include an article on world debts and paper currency.

The following is the article:

WORLD DEBTS AND PAPER CURRENCY CONTINUE TO INCREASE.

(O. P. Austin, statistician, the National City Bank of New York.)

The second anniversary of the armistice finds the world's national debts and paper currency still rapidly expanding. It was hoped, expected, in fact, that the great expansion of national debts and paper currency which characterized the war period would terminate with its close, or, at least, during the year immediately following its cessation. But it now appears that the increases in both debts and paper currency have been as great in the second year after the armistice as in the year which immediately followed it. World national debts, which had grown from \$43,000,000,000 at the beginning of the war to \$212,000,000,000 at its close on November 11, 1918, advanced to about \$256,000,000,000 at the end of the first year of peace, and are now, at the end of the second year, approximately \$300,000,000,000, and the annual interest charges have advanced from \$1,750,000,000 in 1913 to \$12,000,000,000 in 1920. World paper currency shows a similar gain both during and since the war, having advanced from \$7,500,000,000 at the beginning of the war to \$43,000,000,000 at its close, \$55,000,000,000 one year after its termination, and approximately \$80,000,000,000 at the end of the second year. National debts, which increased \$170,000,000,000 during the war, added \$45,000,000,000 in the first year of peace and another \$40,000,000,000 in the second year just ending. World paper currency, which increased \$38,000,000,000 during the war, shows a further gain of about \$12,000,000,000 the first peace year and over \$25,000,000,000 in the second year, just ended.

With the enormous increase in paper currency and the marked fall off in gold production the ratio of gold to notes has fallen from 66 per cent to less than 10 per cent. World paper currency is now eleven times as much as at the beginning of the war, and with gold production running at only three-fourths as much as at the beginning of the war and the world demanding increased quantities of the yellow metal for the arts and industries, the available supply as a backing or "reserve" bears a constantly diminishing ratio to the note circulation. An aggregation of the figures of gold and paper existing in the 50 principal countries for

which figures are available shows that the ratio of gold to notes stood in the grand total at 66.8 per cent in 1914, 17.9 per cent in 1918, 13.7 per cent in 1919, and 9.3 per cent in 1920. In many countries the ratio of gold to notes is far below the general average above noted. In the case of Germany, the ratio of gold to notes is about six-tenths of 1 per cent; the notes of the Austro-Hungarian Bank, four-tenths of 1 per cent; and those of the Bank of Poland much lower.

Details of national debts and paper currency in the principal countries of the world, at the beginning and termination of the war and at the close of the first year after the armistice, were presented in the January and June, 1920, issues of the *Americas*. The purpose of this study is to supplement those statements by presenting the very latest available figures of national indebtedness and paper currency of all countries for which data are available, comparing conditions at the first and second anniversaries of the armistice with those existing at the termination of hostilities and at the beginning of the war. While absolutely exact figures for November 11, the date of the armistice, can not be given by reason of the fact that debt and currency figures of most countries are only shown at monthly or yearly intervals, the official figures now available sufficiently approximate the dates of the beginning and termination of the war to render possible a close approximation of the world totals of debt and currency at the beginning and end of the war and on the first and second anniversaries of its close.

While this study of present conditions as to the national debts and paper currency shows the increase in the second peace year quite as great as that of the year immediately following the armistice, a closer study of these increases, one by one, indicates that they occur chiefly in Europe, and especially in the newly created States or those countries in which boundaries were radically changed and peace terms not fully settled. Poland's national debts, which amounted to about 7,000,000,000 Polish marks at the beginning of 1920, were 40,000,000,000 marks at the middle of September, 1920, exclusive of a foreign debt of about \$600,000,000, and the note circulation of the Polish National Bank, backed by an extremely small gold reserve, has advanced from 5,000,000,000 marks at the beginning of 1920 to 32,000,000,000 at the middle of September. Czechoslovakia's debt, for which no figures were available a year ago, was shown by an official memorandum, submitted to the Brussels financial conference in October, at 35,000,000,000 kronen, and is stated by the Prague journals at a much larger sum; this large total including Czechoslovakia's share of the former Austro-Hungarian debt, though in the case of Poland the statements of national debt do not include any prewar indebtedness. In the case of Rumania, whose territory was greatly increased as a result of the war, the 1920 figures of circulation are four times as great as those available immediately following the close of the war, while the 1920 statements of her national indebtedness are ten times those of 1918; this increase in both currency and debt being due, in part, to the great additions to her area and population, and in part to the impossibility of obtaining, at the close of the war, any complete figures for the area in question, and this makes the apparent increase of the year 1920 slightly greater than it would be could their 1919 figures be accurately stated.

In many others of the new States, increases of debt or currency, which were not available one year ago, are now appearing in official form and are, of course, included in the grand total for the year 1920, even though no figures were available in 1919.

AUSTRO-HUNGARIAN BANK A GLARING EXAMPLE.

Circulation figures of the Austro-Hungarian Bank, which still continues to supply currency to most of the area formerly included within the Austro-Hungarian Empire, stood, at the latest date in 1920, at 70,000,000,000 kronen, against approximately 50,000,000,000 one year ago and 35,000,000,000 at the close of the war, having thus practically doubled in the two years following the war, though no additions have been made to the extremely small gold reserve since the termination of the war. Estonia, whose paper issues in October, 1919, were 344,000,000 Estonian marks, showed a total of 1,309,000,000 in August, 1920. Germany, however, is responsible for the largest 1920 increase in both currency and debt, the outstanding note circulation of the Imperial Bank of Germany having increased from 30,000,000,000 marks on October 7, 1919, to 62,000,000,000 on October 7, 1920, while there was also an increase of about 3,000,000,000 marks in the Darlehenkassenscheine notes in circulation. The total of the German national debt also rapidly increased from about 170,000,000,000 marks at the close of the war to 200,000,000,000 one year ago and 240,000,000,000 in October, 1920. A statement regarding the debt of France, presented at the recent financial conference at Brussels, showed a debt increase of 16,000,000,000 francs in the first seven months of 1920. A statement presented on behalf of the Italian Government showed a debt increase of about 10,000,000,000 lire in the first half of 1920. In others of the European nations there have been also material increases in currency and debts during the year, though in a far less proportion than in those areas where new conditions, prostrated industries, and reduced tax-paying power have constantly demanded large currency increases to meet deficits in governmental operations.

Outside of Europe the year 1920 showed comparatively little change, either in currency circulation or national debts—a slight increase in both, but trifling as compared with that of Europe, and especially in inter-Europe. In the United States there has been in 1920 an increase in circulation, but a slight reduction in national debt.

BUDGET ESTIMATES SELDOM MET.

These tremendous increases in world national debts and paper currency which have characterized the second year following the armistice have been, as above indicated, largely the result of creation of "deficits" in the operations of the respective Governments. Reports submitted at the Brussels Financial Conference held in October showed that a very large proportion of the nations of the world are persisting in the creation, from year to year, of a deficit in their budget accounts which can only be met by an increase of indebtedness or an increase of paper currency, or both. The *London Times*, in a review of the facts presented at the Brussels conference, says: "The startling fact was revealed that three out of four among the nations represented at the conference will have a budget deficit this year, which means that three-fourths of the civilized world is not paying its way." The position in Europe "is much more serious, for 11 out of 12 European nations are this year spending more than they are receiving in revenue, the only exception being Great Britain. This accounts for the diminishing effective purchasing power of the Continent, which is still printing money for the purpose of spending more than it has actually got."

This comment is in line with that of other publications. A study of economic-press reports of Europe illustrates the almost universality of the "deficit habit." The memorandum submitted to the Brussels Financial Conference by the German delegates says that the budget estimates for 1920 show a deficit of 37,661,000,000 marks, which must

be covered by loans, and the railways are expected to show a further deficit of 16,000,000,000 marks. Vienna correspondence of the *Frankfurter Zeitung* states that "the deficit in the national budget and in those of other public bodies, especially the municipality of Vienna, continually grows larger." The representatives of Czechoslovakia attending the conference showed that the first year of the Republic's existence there was a deficit of 5,000,000,000 kronen and in the second year 2,500,000,000. The *Basler Nachrichten* states that the Swiss budget, which balanced in 1913, showed a deficit of 400,000,000 francs in 1919, and that the deficits of the 25 Swiss Cantons amounted to 80,000,000 francs. The same authority, discussing conditions in Poland, says that the "Polish budget does not nearly balance, even if the various loans raised at home and abroad are added in, and it has been found necessary to issue vast quantities of bank notes." Prof. Cassel, in the *Svenska Dagbladet* of September 8, says of Germany that "so long as a deficit of about 4,000,000,000 marks per month exists, which must be covered by the artificial creation of a purchasing power, the hope of financial stability is out of the question. The Hungarian budget shows a deficit of about 10,000,000,000 kronen, and the Government is about to create a forced loan to meet the deficit." The Austrian secretary of state for finances stated at the Brussels conference that the Austrian deficit in the present year would be more than 12,000,000,000 kronen. Recently published figures show also a large deficit in Italian receipt and expense accounts. A writer in the *London Economist* who attended the Brussels conference says that "in Europe, at least, hardly any country (1 in 12) can make its budget balance, and every country, through ill advice or through despair, has broken all or some of the vital rules of sound economic life, and there is no escape from a conclusion that budget deficits result in further inflation, in further collapse of the exchanges, in further increase in the cost of living, and, in the end, in general ruin."

BRUSSELS CONFERENCE A UNIT ON DEFICITS.

This custom of the continued creation of deficits in national budgets, which has been so widely and persistently developed since the war, was the subject of a special discussion and criticism by the committee on currency and exchange at the recent financial conference at Brussels, representing the League of Nations. Its report, which was unanimously adopted by the representatives of the 39 nations participating in the conference, says that the chief cause in most countries of the post-war growth of currency and national indebtedness "lies in the fact that governments, finding themselves unable to meet their expenditures out of their revenue, have been tempted to resort to the artificial creation of fresh purchasing power either by the direct issue of additional legal-tender money or more frequently by obtaining, especially from the banks of issue (who are in some cases unable, and others unwilling, to refuse), credits, which must themselves be satisfied in legal-tender money." "The floating debts of government and other authorities constitute in themselves a form of potential currency in that, excepting so far as they are constantly renewed, their amount will come to swell the total currency in existence." "The currency of a country," it adds, "includes the actual legal-tender money in existence and any promises to pay legal tender. The currencies of all the belligerent and many other countries, though in greatly varying degrees, have since the beginning of the war been expanded artificially, regardless of the usual restraint upon such expansion and without any corresponding increase in the real wealth upon which their purchasing power was based; indeed in most cases, in spite of a serious reduction in such wealth, and this artificial and unrestrained expansion can not add to the real purchasing power in existence, so that its effect must be to reduce the purchasing power of each unit of the currency." "Where this additional currency was procured by further inflation, either the printing of more paper money or creating fresh credit, there arose what has been called a 'vicious spiral' of constantly rising prices and wages and constantly increasing inflation, with the resulting disorganization of all business, dislocation of the exchanges, a progressive increase in the cost of living, and consequent labor unrest." "The report closes its discussion of this postwar development of continued inflation as a result of budget deficits by saying, 'It is of the utmost importance that the growth of inflation should be stopped; governments must limit their expenditure to their revenues; banks, and especially banks of issue, should be freed from political pressure and conducted solely on the lines of prudent finance.' " "The creation of additional credit should cease, and governments should not only not increase their floating debts but should begin to repay or refund them by degrees." "We consider it most important that the world should have some common standard of currency, and as gold is to-day the nominal standard of the civilized world, it is highly desirable that the countries which had lapsed from an effective gold standard should, as soon as possible, return thereto."

ECONOMIC PRINCIPLES WIDELY IGNORED.

A detailed discussion of the increase of world debts and world currency as presented in the tables which follow is unnecessary; this subject was discussed in considerable detail in the January and June issues, respectively, of the *Americas*—that of paper currency in the January issue, and that of national debts in the June issue. The tables which are here presented add another year to the already appalling record of 1919, and at the same time include a considerable number of the smaller countries, especially certain of the new political divisions, for which figures could not then be presented.

The startling fact shown by the present tabulations, both as to debt and currency, is the tremendous increase which has occurred in the second year following the close of the war, much of this being due to a willingness of the respective Governments to permit their annual expenditures to exceed their receipts from the already heavy taxation, trusting to enlargement of the national debt or its equivalent, the national paper currency, to tide over the adverse conditions until expenditures, still based upon war prices of material and labor, can be brought within the limits of taxation. In a few instances, however, notably Poland and Lithuania, the increase in currency and national debts was the necessary result of military operations; while the grand totals of 1920 are also somewhat increased by the inclusion of figures for certain States, especially those of interior Europe, for which data was not then available in 1919.

The figures presented in the tabulations which follow are, in all cases, in United States currency, based upon the normal or face (prewar) valuation of the currencies of the respective countries. The tabulations and totals do not, in any case, include or attempt to include Russian figures of currency or debts subsequent to October 29, 1917. No recent estimate has appeared as to the amount of currency issued by the present soviet government; the latest estimate, that of January 1, 1920, having been \$34,000,000,000 at the face value of the currency issued up to that time, though presumably there have been

large additions since that date. Necessarily, the figures here presented, which show as nearly as practicable conditions of 1918, 1919, and 1920, as of the armistice date, November 11, do not fully coincide with the monthly or annual statements which represent conditions at the close of months or the fiscal years of the respective Governments, but are as close an approximation to official figures as circumstances will permit.

World national debts and paper currency, 1914 to 1920, as nearly as can be stated.¹

[Reduced to United States currency at par (prewar) value of the respective currencies.]

	National debts.	Paper currency.
1914.....	\$43,889,000,000	\$7,527,000,000
1915.....	46,900,000,000	8,562,000,000
1916.....	58,902,000,000	19,608,000,000
1917.....	120,485,000,000	32,747,000,000
1918.....	211,500,000,000	43,091,000,000
1919.....	256,020,000,000	54,782,000,000
1920.....	297,604,000,000	81,596,000,000

¹ Exact statements of total world debts or currency for any fixed date are obviously impracticable, by reason of the fact that in many of the minor and recently organized countries official statements are issued at irregular intervals and not infrequently delayed in their presentation.

World national debts, by grand divisions, 1913 to 1920.
[In millions of dollars.]

	Europe.	North America.	South America.	Asia.	Oceania.	Africa.
1913.....	32,159	2,243	1,885	3,799	1,879	1,152
1918.....	131,363	19,150	2,480	4,001	3,563	1,381
1919.....	212,150	28,725	2,522	4,742	4,364	1,377
1920.....	257,430	27,303	2,401	5,264	4,750	1,406

World paper currency, by grand divisions, 1914 to 1920.¹
[In millions of dollars.]

	Europe.	North America.	South America.	Asia.	Oceania.	Africa.
1914.....	5,058	1,223	701	420	95	24
1918.....	35,255	4,309	1,324	839	335	230
1919.....	46,007	4,615	1,358	1,326	376	341
1920.....	72,142	5,135	2,157	1,241	346	290

¹ Exclusive of issues of soviet government estimated at \$34,000,000,000 at end of 1919.

National debts of the world, 1913, 1918, 1919, 1920 (as nearly as can be stated), in United States dollars, reduced at normal prewar value of the respective currencies.¹

	Prewar, 1913.	Armistice period, 1918.	First peace year, 1919.	Second peace year, 1920.
Argentina.....	\$732,398,000	\$866,380,000	\$866,380,000	\$531,000,000
Australia.....	80,753,000	975,738,000	1,583,000,000	1,950,000,000
Australia States.....	1,348,624,000	\$1,741,301,000	\$1,813,000,000	\$1,831,000,000
Austria.....	2,152,490,000	16,475,000,000	17,668,000,000	16,807,000,000
Belgium.....	\$825,299,000	2,809,000,000	2,809,000,000	2,750,000,000
Bolivia.....	19,369,000	23,307,000	26,500,000	\$26,500,000
Brazil.....	\$663,667,000	\$1,073,828,000	\$1,118,546,000	1,223,000,000
British colonies (not herein named).....	65,000,000	78,000,000	\$78,000,000	102,000,000
British West Africa.....	55,200,000	\$67,100,000	\$63,000,000	\$63,000,000
British West Indies.....	29,100,000	\$30,200,000	\$32,800,000	\$32,800,000
Bulgaria.....	\$135,300,000	800,000,000	2,158,000,000	\$2,158,000,000
Canada.....	544,391,000	1,300,000,000	2,250,000,000	2,276,000,000
Ceylon.....	30,011,000	27,100,000	\$27,100,000	\$27,100,000
Chile.....	207,704,000	228,377,000	\$228,377,000	\$228,377,000
China.....	909,189,000	\$1,060,649,000	\$1,066,649,000	1,534,575,000
Chosen.....	21,837,000	46,652,000	\$46,652,000	\$46,652,000
Colombia.....	24,234,000	22,856,000	\$22,856,000	\$22,856,000
Costa Rica.....	16,488,000	\$20,254,000	\$20,254,000	\$20,254,000
Cuba.....	\$67,620,000	\$65,923,000	\$63,289,000	\$63,289,000
Czechoslovakia.....			1,500,000,000	7,000,000,000
Denmark.....	95,579,000	161,700,000	\$161,700,000	206,000,000
Dominican Republic.....	\$13,218,000	13,686,000	\$13,358,000	\$13,358,000
Dutch East Indies.....		\$91,871,000	\$91,871,000	\$91,871,000
Ecuador.....	19,780,000	25,756,000	\$25,756,000	\$25,756,000
Egypt.....	459,153,000	455,338,000	\$459,338,000	\$459,338,000
Finland.....	33,706,000	\$34,618,000	\$34,618,000	35,700,000
France.....	6,346,129,000	30,400,000,000	39,843,000,000	46,025,000,000
French Colonies.....	\$210,667,000	\$476,711,000	\$579,711,000	\$579,711,000
Germany.....	1,194,052,000	40,000,000,000	48,552,000,000	57,200,000,000
German States.....	3,854,795,000	\$4,341,611,000	\$4,500,000,000	\$8,300,000,000
German colonies.....	32,410,000	\$32,410,000	\$32,410,000	\$32,410,000
Greece.....	206,640,000	\$259,725,000	\$469,367,000	\$469,367,000
Guatemala.....	17,577,000	\$16,230,000	\$16,230,000	\$16,230,000
Haiti.....	742,863,000	\$30,373,000	\$24,983,000	\$23,970,000
Honduras.....	121,261,000	130,758,000	131,771,000	\$131,771,000
Hungary.....	1,731,350,000	8,513,848,000	9,412,000,000	11,403,000,000
Iceland.....	47,200,000	51,300,000	\$52,600,000	\$52,600,000
India, British.....	1,475,272,000	\$1,546,237,000	2,220,000,000	\$2,310,000,000
Italy.....	2,921,153,000	12,000,000,000	13,102,000,000	18,330,000,000
Japan.....	1,241,997,000	1,244,375,000	\$1,246,375,000	1,300,000,000
Jugoslavia.....			705,000,000	705,000,000
Laivia.....			\$10,895,000	\$10,895,000
Liberia.....	\$1,600,000	\$1,685,000	\$1,685,000	\$1,685,000
Lithuania.....			\$27,000,000	\$27,000,000

[For footnotes see next column.]

National debts of the world, 1913, 1918, 1919, 1920, etc.—Continued.

	Prewar, 1913.	Armistice period, 1918.	First peace year, 1919.	Second peace year, 1920.
Luxemburg.....	\$2,091,000	\$8,831,000	\$8,831,000	\$8,831,000
Mexico.....	\$226,404,000	377,333,000	490,000,000	\$500,000,000
Netherlands.....	\$461,649,000	\$762,527,000	981,349,000	1,072,000,000
New Zealand.....	438,271,000	734,000,000	856,875,000	\$856,875,000
Newfoundland.....	27,450,000	34,870,000	35,000,000	\$35,000,000
Nicaragua.....	9,182,000	\$18,596,000	\$18,596,000	\$18,596,000
Norway.....	97,215,000	197,409,000	\$197,408,000	250,000,000
Panama.....	\$5,100	\$7,172,000	\$7,101,000	\$7,101,000
Paraguay.....	12,751,000	13,515,000	\$13,515,000	\$13,515,000
Persia.....			45,000,000	\$45,000,000
Peru.....	34,268,000	\$34,015,000	\$34,015,000	\$34,015,000
Philippines.....	12,000,000	\$20,301,000	20,470,000	\$20,470,000
Poland.....			1,356,600,000	9,500,000,000
Portugal.....	947,603,000	\$1,289,646,000	\$1,289,646,000	\$1,289,646,000
Rumania.....	316,693,000	\$355,194,000	\$1,622,000,000	4,100,000,000
Russia.....	\$4,537,861,000	\$25,000,000,000	\$25,000,000,000	\$25,000,000,000
Salvador.....	9,970,000	11,098,000	\$11,098,000	\$11,098,000
Siam.....	27,799,000	32,935,000	\$32,616,000	\$32,616,000
Spain.....	\$1,814,270,000	\$1,964,200,000	1,985,774,000	2,374,000,000
Straits Settlements.....	33,627,000	\$37,100,000	\$7,424,000	\$57,424,000
Sweden.....	161,390,000	\$249,298,000	336,420,000	340,000,000
Switzerland.....	\$23,614,000	\$205,439,000	\$205,439,000	\$205,439,000
Turkey.....	675,654,000	\$1,459,000,000	\$2,000,000,000	\$2,300,000,000
Union South Africa.....	573,415,000	760,766,000	\$780,766,000	\$780,766,000
United Kingdom.....	3,485,818,000	36,391,000,000	39,314,000,000	37,910,000,000
United States.....	1,028,564,000	17,005,431,000	25,672,000,000	24,062,510,000
Uruguay.....	137,827,000	164,308,000	\$164,308,000	\$164,308,000
Venezuela.....	35,051,000	28,983,000	\$28,983,000	\$28,983,000
Total.....	43,106,495,000	211,520,010,000	256,072,410,000	297,607,819,000

¹ Figures of 1918, 1919, and 1920 are as nearly as practicable those of the armistice date, November 11.

² 1918.

³ 1916.

⁴ 1917.

⁵ Includes share of Austro-Hungarian debt.

⁶ 1914.

⁷ 1912.

⁸ 1919.

⁹ 1913.

¹⁰ 1910.

¹¹ 1915.

Paper circulation and gold reserve of the principal countries of the world in 1914, 1918, 1919, and 1920 (in millions of dollars)¹, stated in United States currency at normal (prewar) values of the currencies of the respective countries.

	Beginning of war, July, 1914.			Armistice, November, 1918.		
	Gold.	Notes.	Per cent of gold to notes.	Gold.	Notes.	Per cent of gold to notes.
Argentina.....	\$235	\$428	54.8	\$379	\$494	76.6
Australia.....	29	48	60.4	85	255	33.3
Austro-Hungarian Bank.....	254	464	54.8	53	7,205	.7
Belgium.....	\$65	180	36.7			
Bolivia.....	\$8	12	66.7			
Brazil.....	\$125	175	71.4	38	560	6.8
British South Africa.....	38	11	340.1	43	32	130.1
Bulgaria.....	\$27	32	83.3	12	342	3.6
Canada.....	94	162	58.2	131	234	56.2
Central America.....	\$2	5	40.0	\$1	132	.8
Chile.....				18	42	42.8
Chosen.....	\$2	11	18.1		\$34	
Colombia.....				\$9		
Czechoslovakia.....						
Denmark.....	20	42	47.2	51	115	44.4
Ecuador.....	\$5	2	250.0	\$4	6	66.7
Egypt.....	8	13	60.1	16	108	8.1
Finland.....	7	24	28.3	8	213	3.9
France.....	806	1,301	\$62.0	\$665	5,951	11.2
Germany.....	298	692	43.2	621	4,127	15.0
Great Britain.....	195	140	134.6	521	2,049	25.6
Greece.....	47	39	120.0	277	221	125.5
India.....	124	220	56.2	174	330	52.7
Italy.....	299	532	56.2	233	2,621	8.9
Japan.....	109	159	68.8	330	401	82.3
Java.....	12	47	25.8	43	80	55.2
Netherlands.....	66	126	52.1	282	439	64.2
New Zealand.....	30	10	300.0	40	30	130.0
Norway.....	14	33	43.8	33	110	29.7
Paraguay.....	\$2			\$120		
Peru.....	\$20			\$28	34	82.3
Portugal.....	6	83	7.3	9	265	3.5
Rumania.....	43	147	28.9	\$124	457	7.3
Russia.....	\$777	795	98.3	\$628	\$8,936	7.0
Siam.....	4	12	33.7	6	24	27.3
Spain.....	106	378	28.1	434	627	68.6
Straits Settlements.....	\$1	18	5.6		\$50	
Sweden.....	28	60	46.2	75	211	35.5
Switzerland.....	35	52	67.2	74	185	39.7
Turkey.....	16	9	177.7		630	
United States.....	1,023	1,056	96.6	2,190	3,643	63.2
Uruguay.....	\$15	8	187.5	\$42	44	94.5
Venezuela.....	\$2	1	200.0		3	
Total.....	4,994	7,527	66.3	7,595	43,091	17.6

[For footnotes see next page.]

Paper circulation and gold reserve of the principal countries of the world in 1914, 1918, 1919, and 1920, etc.—Continued.

	First peace year, December, 1919.			Second peace year, 1920.		
	Gold.	Notes.	Per cent of gold to notes.	Gold.	Notes.	Per cent of gold to notes.
Argentina.....	\$394	\$512	76.8	\$405	\$540	75.0
Australia.....	80	299	33.1	157	286	43.3
Austro-Hungarian Bank.....	32	10,099	0.3	52	14,210	0.4
Belgium.....	269	509	7.5	269	1,109	6.2
Bolivia.....	44	14	3.1	44	14	3.1
Brazil.....	44	582	7.6	43	1,335	3.2
British South Africa.....	44	40	110.0	33	31	106.4
Bulgaria.....	9	476	2.0	7	618	1.1
Canada.....	123	300	40.9	131	231	58.2
Central America.....	13	294	1.1	13	294	1.1
Chile.....	5	47	11.1	5	47	11.1
Chosen.....	10	58	17.2	10	58	17.2
Colombia.....	10	10	50.0	10	10	50.0
Czechoslovakia.....	130	32.8	3.9	145	42.1	3.4
Denmark.....	10	6	66.7	10	6	66.7
Ecuador.....	17	301	5.2	16	229	7.0
Egypt.....	205	4.0	5.1	255	3.1	8.1
Estonia.....	710	2,286	0.6	760	7,584	8.9
Finland.....	265	7,661	3.5	260	117,945	1.4
France.....	594	2,132	22.9	740	2,351	31.5
Greece.....	247	295	180.8	296	268	110.4
India.....	151	623	24.2	164	477	34.4
Italy.....	233	3,085	7.6	231	3,894	6.3
Japan.....	280	532	73.1	250	661	86.5
Java.....	65	116	55.7	43	80	55.2
Latvia.....	256	420	61.1	256	429	59.6
Netherlands.....	39	86	112.0	40	35	114.3
New Zealand.....	40	115	34.5	39	123	31.7
Norway.....	121	121	100.0	121	121	100.0
Paraguay.....	32	25	128.0	32	25	128.0
Peru.....	2	1,620	0.02	2	7,640	0.02
Poland.....	10	400	2.6	9	494	1.8
Portugal.....	35	721	4.8	35	1,930	1.8
Rumania.....	2336	9,450	3.5	628	8,936	7.0
Russia.....	6	48	13.7	36	36	100.0
Siam.....	471	749	62.9	473	807	58.6
Straits Settlements.....	2	65	3.1	2	65	3.1
Sweden.....	81	194	41.8	75	202	37.1
Switzerland.....	92	183	50.5	104	187	55.6
Turkey.....	704	704	100.0	800	800	100.0
United States.....	2,107	4,091	52.3	2,081	4,640	44.9
Uruguay.....	51	55	91.2	51	55	91.2
Venezuela.....	12	4	300.0	12	4	300.0
Total.....	7,242	54,782	13.5	7,508	81,596	9.2

¹ Figures of 1918, 1919, and 1920 are as nearly as practicable those of the armistice date, Nov. 11.

² Gold and silver.

³ Includes holdings abroad not separately stated.

⁴ Estimated.

⁵ Figures of Jan. 1, 1914.

⁶ Figures of Jan. 1, 1918.

⁷ Excluding gold held abroad.

⁸ Oct. 29, 1917; does not include bolshevik currency estimated at \$34,000,000,000 at end of 1919.

⁹ 1919.

¹⁰ Figures of Jan. 1, 1919.

¹¹ Includes \$3,155,000,000 Kassenschein notes.

¹² Cash.

¹³ Based on U. S. reports of Director of Mint.

Size of the Army.

EXTENSION OF REMARKS

OF

HON. LOUIS C. CRAMTON,

OF MICHIGAN,

IN THE HOUSE OF REPRESENTATIVES,

Monday, January 17, 1921.

Mr. CRAMTON. Mr. Speaker, the pending resolution (H. J. Res. 440) has reference to the reduction of the authorized enlisted strength of the Regular Army. Its alleged purpose is to reduce the size of the Army to 175,000.

The resolution has been brought up to-day under motion to suspend the rules. Under that motion the House stands gagged and helpless to register its real views. It must either take the resolution reported from the Committee on Military Affairs as written or reject it. Not an "i" can be dotted or a "t" crossed. It has a truly Wilsonian flavor. No amendments are in order.

The House may wish a reduction to 150,000, but has no opportunity to say so. The House may believe the resolution before it is ineffective to accomplish in a reasonable time its alleged purpose, but has no opportunity to say so. The House may desire to save large sums by doing away with the bounty for reenlistments while the Army is larger than desired, but the motion to suspend gags it, shuts out all amendments. Such methods in legislation are entirely unnecessary when the party in control of the House has so substantial a majority as at present.

The question is one of great importance and the real judgment of the House should be taken and not a snap judgment that is not accurate. A rule could very well have been brought in making in order consideration of the bill and giving reasonable opportunity to the House to give real consideration to the measure.

I vote against the resolution, first, as a protest against such legislative methods.

I vote against it further because in its present form it does not properly meet the situation. The country is against an enormous standing Army in time of peace. The country is demanding economy and reduced expenditures. A prompt reduction in size of the Regular Army to 175,000 or less is very generally demanded. House joint resolution 440 purports to give that reduction, but all it does is to stop new enlistments from those who have never been in the service. Secretary Baker would be out of office many months before the Army would be down to 175,000 under this resolution. All the waste of bounty paying for reenlistments in an Army already too large is continued.

As a grudging concession by advocates of a larger standing Army the resolution is admirable, but it does not meet the present needs and does not properly voice the will of the House.

Resolution Regulating Size of Army.

EXTENSION OF REMARKS

OF

HON. WILLIAM W. HASTINGS,

OF OKLAHOMA,

IN THE HOUSE OF REPRESENTATIVES,

Monday, January 17, 1921.

Mr. HASTINGS. Mr. Speaker, this resolution purports to reduce the Army to 175,000 soldiers, but it does not do so. Tomorrow there will be headlines in all the metropolitan papers to the effect that a joint resolution was introduced and passed by Congress reducing the Army to 175,000 men.

Let us analyze the resolution and see if it does this. It is as follows:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he hereby is, directed and instructed to cease enlisting men in the Regular Army of the United States until the number of enlisted men shall not exceed 175,000: Provided, however, That nothing contained herein shall be held to prohibit the reenlistment of those enlisted men who have had one or more enlistments and who desire to reenlist in the Regular Army.

You will note that the Secretary of War is directed to cease enlisting men in the Regular Army until the number of enlisted men shall not exceed 175,000. It has been stated on the floor of the House by the chairman of the Committee on Military Affairs that there are now 220,000 men in the Army. In other words, there are 45,000 more than 175,000. These men will continue in the Army until discharged. This resolution does not provide for the immediate discharge and the reduction of the Army to 175,000. It is estimated that the average annual cost of each man in the Army is about \$1,700.

Again, I want to call your attention to the proviso:

That nothing contained herein shall be held to prohibit the reenlistment of those enlisted men who have had one or more enlistments and who desire to reenlist in the Regular Army.

This proviso would permit the reenlistment of any of the 4,000,000 men who saw service in the last war above the 175,000.

There should be no trouble in using language to properly express the intention of Congress, but this resolution can not be amended. The parliamentary situation will not permit of it. The Republican leaders have brought in this resolution on suspension day, under a motion to suspend the rules and pass the same by bringing it in. Under this procedure, no amendment can be offered and the Members of the House must vote either for or against the motion to suspend the rules and to pass the bill. If I had the opportunity, I would vote for a resolution to

reduce the Army to 150,000 men, and I would vote for an amendment to the resolution to discharge all soldiers over and above that number within the next 30 days. I would keep the reenlistment down so as to not exceed that number. I would further amend the resolution so as to reduce the number of officers in the Army proportionately.

The people of the country do not know that such an amendment can not be offered and can not be voted upon. This resolution was brought in with 20 minutes debate for each side. We settled one of the greatest questions before the American people and one in which the taxpayers are vitally interested by a debate of 20 minutes on either side, with no right to offer an amendment and with no notice to the membership of the House that this important question is to be settled in this way. The Associated Press will carry the news throughout the country that the Army is being reduced to 175,000 men, when, in truth and in fact, any construction can be placed on the resolution authorizing a much larger number.

The people of this country are in favor of a small army in times of peace. Six years ago, when I came to Congress, the total amount appropriated for the support of the Army was \$101,000,000 and the total amount appropriated for the support of the Navy was \$139,000,000, or a grand total of \$240,000,000 for the two. Last year we appropriated \$855,000,000 for the Army and the Navy; and in addition thereto, certain unexpended balances and certain carried over appropriations were authorized to be used, which added to the \$855,000,000 would aggregate the staggering sum of almost one billion dollars. No wonder our taxes are high. No wonder the people complain against unjust taxation. I am in favor of disarmament. Then I favor a further reduction of the Army and small appropriations for both the Army and the Navy. This will not be done, however, until disarmament is brought about by an international agreement. We shall have to continue building a large Navy at the expense of the people of the country, and we shall have to continue maintaining a large standing Army at the expense of the people of the country, until some international agreement is reached. I do not care what you call it. Call it a league of nations, or if the "rose by any other name will smell as sweet," call it an international agreement.

The nations of the earth ought to come to some agreement on disarmament, should provide against secret treaties that breed war, and should provide for a tribunal for the settlement of international disputes. When all this is done a much smaller amount can be appropriated for the Army and the Navy. Taxes can then be reduced, and instead of appropriating approximately \$5,000,000,000 annually to maintain this Government, the economy of olden times can be followed and the people can be relieved of excessive taxation. We could then repeal the excess-profits tax and with the burdens of the war distributed over a longer period of time the people of the country could look forward to substantial relief.

We should set the example in Congress by practicing rigid economy in public expenditures. The Government should set the example and it should be followed by the State, county, and individual. The afterwar period of adjustment is upon us, and the Government as well as the individual should expend the least sum of money the coming year that will meet necessary requirements.

It has been stated and restated in the House, as well as through interviews in the public press, that appropriation bills reported have reduced estimates of the various departments, as if that were something new. In blazing headlines of our daily papers you have read that the estimates have been "slashed," the estimates have been "reduced," and that a "great saving to the Government" will result. Now, I heartily indorse every reduction made, where it can be effected without injury to the service; but I want to emphasize the fact that there has not been a Congress since the adoption of our Constitution that has not reduced estimates. Every department wants more money than Congress is willing to give it, and every bureau of every department, and particularly every new bureau, makes extravagant estimates.

I am not in sympathy with this. I do not defend it. I am calling attention to it for the purpose of correcting the erroneous impression that is sought to be made throughout the country that it is something new to "reduce" or to "slash" estimates. Let it be hoped that this Congress will continue to reduce estimates and economize wherever it possibly can, but let me restate that there has never been a Congress that has not reduced estimates. There has never been a State legislature that has not reduced estimates of various branches of the State governments. If large estimates were ever justified, they might find some justification in this period of readjustment, when prices are uncertain and labor conditions unsatisfactory. It must be

remembered that some of these estimates were made months ago. Let us continue to cut, slash, and reduce wherever we can, but let us not permit the erroneous impression to go forth to the people of the country that it is anything new to reduce estimates.

While I am discussing the question of economy and revenue, permit me to say that it is to be regretted that the budget bill that passed the House last June has not been finally enacted into law. The responsibility for its final enactment is not ours. The people are demanding economy. This measure is a step by which it is hoped that savings can be made through the elimination of duplication in the various Government activities without hurting the service. I want to call attention to an amendment to the Constitution introduced by me and now pending before the Committee on the Judiciary, which empowers the President of the United States to veto any separate item in an appropriation bill. He should be authorized to veto any separate item or to reduce it. I submitted the proposed amendment to all the governors of our different States and it met with the approval of all.

Many of the States, including my own, have a similar constitutional provision. Every new State has it and all the old States, so far as I know, that have adopted new constitutions have inserted this clause. I submitted the replies of these governors and the data to the Committee on the Judiciary. To my mind, there is no argument against such a provision. If we really want to economize, this amendment should be passed and adopted, and the budget bill should be made a law. Congress is frequently criticized for "logrolling" and for the passage of "pork-barrel" bills. Oftentimes the House and Senate can not agree on certain items in appropriation bills and compromises have to be made lest some of the supply bills fail. This amendment would empower the President to veto objectionable items or to reduce the amounts sufficiently without interfering with the rest of a bill. The reduction of an amount appropriated would have the effect of a veto of the excess amount. Each item should be justified by its own merit.

The country is demanding a revision of our tax laws. I favor a repeal of the excess-profits tax and the extension of the war burdens over a long period of time. This would permit us to reduce and adjust the income tax and relieve the country in part of some of its tax burdens. Everybody appreciates that because of the interest on outstanding bonds, issued to carry on the war, and the sinking-fund provisions, the amount of money necessary to pay all Government expenses will be higher than before the war.

However, by rigid economy and an extension of the war burdens over a longer period of time they can be lightened and more equitably adjusted. In this connection it might be interesting to note that the cost of running our Government for the first 15 months of Washington's administration was about \$3,000,000 and that the appropriations for any fiscal year never exceeded \$100,000,000 until the Civil War. During that period the highest appropriation was \$83,000,000, made in 1859.

In the interest of further economy I want to protest against the establishment of additional new bureaus wherever existing Government agencies perform the service. It is now the custom to scatter propaganda throughout the country for the creation of new bureaus. When once created they are enlarged and expanded and are always expensive. The fewer bureaus that are established the more economically the Government can be run.

EXTENSION OF REMARKS

OR

HON. LUCIAN W. PARRISH,
OF TEXAS,

IN THE HOUSE OF REPRESENTATIVES,

Thursday, January 13, 1921.

Mr. PARRISH. Mr. Speaker, I do not believe that justice is done the rural mail carriers of the country; they draw an annual salary which on its face seems to be adequate in comparison with the salaries paid the letter carriers and others in the service of the department. The injustice done the rural mail carriers is disclosed when an analysis is made of the expenses that the rural mail carrier must pay out in order to draw his salary. The city carriers do not have the expense of the upkeep of vehicles such as must be incurred by the rural carriers. I do not believe the city carriers get more than they should receive—in fact, they receive small enough compensation—but when you deduct from the rural mail carrier's salary

the amount of expense of his carrying vehicle you will readily see that an injustice is being done the rural mail carriers.

I am submitting herewith a statement of actual expenses for one year for a car and upkeep by Mr. P. A. Carpenter, a rural carrier out of Henrietta, Tex., given to me as an exact record of such expenses incurred by him from July 1, 1919, to July 1, 1920. The statement is not long and carries with it in parallel columns the employee's salary as it was paid in and shows a balance of \$1,041.45, which represents the amount of money that the carrier received for his time and labor, and upon which he must sustain himself and family during the year. The statement is as follows:

Statement of expenses and salary for one year from July 1, 1919, to July 1, 1920, from record kept by P. A. Carpenter, rural carrier out of Henrietta, Tex.

		Expenses.	Salary.
1919			
July 1	Cost of car	\$620.00	
Aug. 1	C. Flanigan braces on car	3.50	
8	McKinney & Bevering (gasoline and repairs)	45.70	
	A. H. Werry (garage)	10.00	
	July salary		\$187.50
Sept. 5	McKinney & Bevering (gasoline and repairs)	34.50	
	August salary		187.50
	J. W. Martin vulcanizing tube	1.50	
Oct. 2	H. L. Bear, casing	16.20	
8	McKinney & Bevering (gasoline and repairs)	80.50	
	September salary		187.50
10	Elkins work on radiator	6.00	
Nov. 5	Ford garage	92.35	
	L. L. Wells, chains	5.50	
	October salary		187.50
Dec. 11	Ford garage	54.75	
	Elkins, work on second radiator	6.00	
	November salary		220.83
15	C. Flanigan, work on springs	1.50	
1920			
Jan. 1	Petro & Finley garage	37.45	
	Ford garage	53.45	
	December salary		204.17
Feb. 2	H. L. Bear, 2 casings	36.00	
	Petro & Finley garage (repairs, gas, oil)	85.15	
9	Ford garage (repairs, gas, oil)	67.00	
	January salary		204.17
Mar. 9	Ford garage (repairs, gas, oil, etc.)	48.45	
	H. L. Bear, 2 casings	49.30	
	February salary		204.17
Apr. 1	Abbott & Cunningham garage (oil, gas, repairs, etc.)	97.70	
	H. L. Bear, 1 tube	3.85	
5	Henrietta Motor Co. (repairs, gas, oil, etc.)	70.50	
	March salary		204.17
May 10	Ford garage (oil, gas, etc.)	59.98	
	April salary		204.17
June 8	H. L. Bear, 1 casing	20.45	
	Henrietta Motor Co. (oil, gas, repairs, etc.)	55.95	
	May salary		204.17
July 1	Henrietta Motor Co. (oil, gas, repairs, etc.)	70.34	
	June salary		204.17
	Sold car for		375.00
	To balance	1,733.57	2,775.02
		1,041.45	
	Net annual salary	2,775.02	2,775.02
			1,041.45

It is evident that this balance is not sufficient. I believe that the rural carrier should be paid a stipulated salary, and in addition there should be an allowance for the necessary expenses and upkeep of his carrying vehicle.

EXTENSION OF REMARKS

OF

HON. THOMAS L. BLANTON,
OF TEXAS,

IN THE HOUSE OF REPRESENTATIVES,

Thursday, December 30, 1920.

Mr. BLANTON. Mr. Speaker, ordinarily the political success or failure of the average Congressman is of not more than passing importance, and my own would not interest the public but for the strenuous nation-wide campaign organized labor made in trying to defeat me. Its attempt to elect a Congress of serfs to do its every bidding ended in such a pitiful failure that it is like smiting a prostrate antagonist to even mention the results. Its ridiculous claims as to the number of Congressmen it elected and defeated, desperately made in the vain hope of intimidating and influencing new Members, warrant my relating what really happened to Mr. Gompers. I have received so many inquiries from practically every State in the

Union requesting details of the campaign in my district and of my majority both in the primary and general election that it would be impossible to answer them had I not secured this indulgence from my colleagues to do so through the RECORD.

HEADING UNIONS' BLACKLIST.

It will be remembered that because during my four years in Congress I have vigorously fought in the interest of all laborers, for the open shop, have refused to obey the orders of Mr. Samuel Gompers and the American Federation of Labor or of any other class organization, and have waged an uncompromising fight against anarchy and the domination of our Government by radical leaders of organized labor, Mr. Gompers placed me at the head of his blacklist for political slaughter. Every union labor journal of importance in the United States took up the fight against me.

Union publications in Washington, New York, and other large cities asserted that they must go to any extreme and that I must be defeated at all hazards, regardless of cost, some extravagantly asserting that, if necessary, \$100,000 would be spent to defeat me. The Times, published in my home city, stated editorially that its editor was told by a union member that "they would spend \$200,000 to defeat BLANTON."

R. N. GRISHAM SELECTED.

R. N. Grisham, once before overwhelmingly defeated by me for Congress, was picked and centered upon by organized labor to put me out of Congress. Eastland County has several large oil fields, and embraces Ranger, Eastland, Cisco, Carbon, Rising Star, Gorman, and Desdemona, which had recently grown from small towns into thriving cities, filled mostly with a new population hailing from the four points of the compass, and with all branches of industry strongly organized into unions. Eastland County thus had considerably more votes than any other of the 19 counties in the district. Moreover, the cities of Hamlin, Stamford, Abilene, Baird, Breckenridge, Caddo, Mineral Wells, Strawn, Mingus, De Leon, Comanche, Brownwood, Santa Anna, Coleman, Ballinger, Lampasas, San Saba, Llano, and others in my district have many members of unions who were expected to obey Samuel Gompers's orders.

WALKING DELEGATES SENT THROUGHOUT MY DISTRICT.

Two walking delegates from practically every trade-union in existence were quietly sent throughout my district, not only into the towns in an effort to line up solidly their members against me but also went through the country quietly spreading among as many farmers as possible the false assertion that "I was against the man who worked with his hands." But they could not fool the intelligent farmers of my district, some of whom have known me all my life and knew that I was raised on a farm near Lagrange; that I had been earning my own living ever since I was 10 years old; that I had worked hard every year while paying my way through the high school and university; and that for 25 years I had stood four-square with all honest laboring men and farmers in fighting shoulder to shoulder with them in all proper efforts to better their condition in lawful ways. Not all mechanics were fooled, because every expert carpenter, brick mason, plumber, painter, paper hanger, and electrician has begun to realize that his union in no way benefits him, but really benefits only the lazy, inefficient, and jackleg who can not produce half of what the expert can, yet who by reason of union rules limiting production and fixing wage scales is placed on an equality with the expert, whose skill is exploited to keep up the lazy, inefficient, and jackleg. The skilled mechanic is learning that his union has limited his production to the minimum possibilities of the unskilled, whose earning capacity is made equal to that of the expert, because he permits his union to thus use him. Many mechanics of high principles have reluctantly reached the conclusion that modern union methods have caused them to lose their own self-respect, and they have yearned to be free again so that they could earn and receive remuneration according to their maximum possibilities and deserts.

GRISHAM COVERED DISTRICT.

As Congress did not adjourn until June 5, 1920, I was forced to remain here attending to official duties, while in his automobile, accompanied by his professional introducer, D. J. Neill, whom the farmers of Texas had repudiated as their leader, Candidate Grisham spent three months before I arrived in Texas closely campaigning the district and maliciously misrepresenting my record. In his account filed here Grisham called Neill his wet nurse for his jitney and admitted that he paid D. J. Neill \$970 for his services. To show how groundless his attacks were, on April 28, 1920, I paid to the Public Printer \$1,057.06 to reprint for me, on good paper, excerpts from various of my speeches in the CONGRESSIONAL RECORD, so

that my constituents could see for themselves what I had been doing, but the Public Printer was not able to get the paper ordered, and after delaying delivery until about the time Congress was to adjourn, finally printed my document on the poorest quality of paper, the entire cost of which being only \$580.05, leaving the sum of \$477.01 due me out of the \$1,057.06 paid; and instead of returning this balance of \$477.01 to me in cash, the Public Printer advised that he would credit me on his books with this amount, but could not pay it back in money, and that the only way I could get it back was to order some more printing done. As my colleagues know, these speeches come to our offices from the folding room in sealed envelopes ready for addressing. After having a number of them addressed, I discovered to my amazement that when printing them some one in the Government Printing Office had taken four pages off of the front and four pages off of the back and had substituted therefor four pages of spurious matter on both the front and back, such spurious matter being of such an offensive nature to my constituents that, had I not discovered the fraud in plenty of time to correct it before the election, it would have defeated me and possibly ruined my political future. In each bundle of 400 there were from 75 to 80 of the documents containing this eight pages of spurious matter, the spurious documents being interspersed in the middle of the package so that the chances of discovery were negligible.

Fortunately I discovered the fraud in time to prevent political ruin. I knew that all of the printers in the Government Printing Office from the Public Printer down were union members, who maintained an absolute closed shop, where no printer could work unless he joined the union, but I never dreamed of such a fraud being perpetrated upon a Member of Congress by a Government employee. The Public Printer claimed that it was an accident. I displayed before him one of the bundles from the folding room, showing the spurious copies carefully sandwiched in the middle and other facts of such a conclusive nature that any unprejudiced person could discern that the spurious document was not an accident, but was purposely designed by some one. He promised to investigate the matter, and finally agreed to credit me with \$217.51 covering the copies actually ruined by having said spurious matter attached, but as yet no one has been reprimanded.

EVEN PRIVATE UNION PRINTERIES UNRELIABLE.

To prevent unfriendly newspapers in my district from "bullying" my advertising matter, I paid the reputable union printery of Charles H. Potter & Co. \$82 to make for me 10 electroplates, and when same were delivered the top one was perfect according to O. K'd proof, while the other nine, supposed to be made from the same type, were designedly ruined by having "bulled" the most important part.

VOLUMINOUS ADVERTISING AGAINST ME.

Unions paid the Abilene Reporter between \$100 and \$200 to publish a whole page attack signed by Samuel Gompers against me. In its issue of May 15, 1920, the Olden Advance published four pages of vicious attacks against me, and then each week until after the primary on July 24 continued such attacks; and its editor, Don H. Biggers, sought to get the 63 newspapers published in my district to carry his attacks as supplements to their papers, the following being one of his letters:

THE OLDEN ADVANCE,
Olden, Eastland County, Tex., May 6, 1920.

The ANSON REPORTER, Anson, Tex.

GENTLEMEN: Will you give me your charges for running a six-column, two or four page supplement in your paper, to be carried in your county circulation only?

Will probably want to send out these circulars or supplements in two issues before the July primary.

I am going to cover the district either with circulars or newspaper supplements. As an old newspaper man and one who has had much to do with publicity and advertising work, I know the effective way to reach the voters and public generally is through the newspapers, where the cost permits.

The supplement will be folded in any size you direct and delivered to you ready for inserting as supplement fold.

In answering kindly give the number of supplements you would use in your county circulation, as I would only care to cover county circulation in each paper.

Respectfully,

DON H. BIGGERS.

The Lometa Reporter and other papers took his money and sent to their subscribers his prepared supplements, but the majority of the splendid newspapers in my district refused to be thus subsidized, and would not disgrace their papers with such scandalous matter. This forced Mr. Biggers to print such supplements in circular form—four full pages, six columns wide, and each page 19½ inches in length—which, through the mails, he scattered broadcast throughout the district to the individual voters. Being at that time a member of the legislature, he mailed many of these circulars from Austin. In addition to his newspaper, supplement, and circular attack Mr. Biggers went

upon the stump speaking against me whenever he could obtain an audience.

Was Editor Biggers spending his own money so freely? I would judge not, if the following communication is true:

CLYDE GROWERS' ASSOCIATION,
Clyde, Tex., May 20, 1920.

Hon. THOMAS L. BLANTON,
Washington, D. C.

DEAR FRIEND: I wish to advise you that Mr. Don H. Biggers, previously of Lubbock, Tex., has been owing the Clyde Growers' Association \$62.79 since 1917. The present manager, Mr. O. S. Maggart, and the previous manager, Mr. Carl C. Grubb, have repeatedly asked him by letter to settle, and he ignores their requests. The farmers who compose the association have shared in the loss. We still consider "our" Congressman "honorable."

Yours,

R. O. CARNES.

SPECIAL ACTIVITY FROM WASHINGTON.

Matthew Woll, from the political headquarters of the American Federation of Labor in Washington, promulgated a vicious attack against me, which he published in all the daily newspapers in Texas and in all of the newspapers in my district that would carry it.

For the purpose of publishing same broadcast throughout the district over his own signature from Washington, Samuel Gompers wrote a long article, addressed to Judge W. F. Kelly, at Eastland, Tex. (one of Grisham's speakers), seeking to belittle men in every way possible, viciously attacking and making false accusations against me and asserting to my constituents that they would be better represented if they chose my opponent, which article was published in the Daily Oil Belt News at Eastland, and at other places in the district, and on the day preceding the primary was reproduced in the Fort Worth Star-Telegram, having the largest circulation of any daily newspaper in Texas, and on the same page with it part of two other columns was devoted to attacks by Grisham against me, none of it marked advertising, but all appearing as news.

CONCENTRATED FIGHT AGAINST BLANTON.

On July 12, 1920, the Washington Times, on its front page, stated:

Organized labor's opposition will be concentrated against Congressman BLANTON, of Texas, and two Senators. The American Federation of Labor is not yet ready to disclose its complete plan of attack against these men. An immense amount of literature goes into their districts, and speakers also are employed in an extensive campaign against them. BLANTON especially opposed. The fight against Congressman BLANTON, of Texas, will be unusually bitter.

And the literature was sent, and the speakers went out against me. On July 13, 1920, the Eastland Daily Oil Belt News, on its front page under the heading "Speakers for Grisham," advertised numerous speaking appointments over my district for the following speakers against me, to wit: Judge R. L. Rust, Judge J. D. Barker, D. J. Neill, Judge Claude P. Chastain, Judge W. F. Kelly, Tom Cunningham, and F. A. Judkins.

The Sweetwater Daily Reporter alternated each day in publishing articles favoring Grisham and vicious attacks against me, some of which it published in circular form and distributed over the district in its envelopes through the mails. The Roscoe Times, hitherto friendly, suddenly began to attack me viciously. The San Saba Star never lost an opportunity to besame me. The Brownwood News, the Oil Belt News, and the Strawn Tribune vied with each other in periodical attacks to see which could be most vicious. Exercising their privilege, some other newspapers in the district vigorously opposed my candidacy, but they were fair in permitting me to present my side. I have forgiven them all. None of them succeeded in turning the people against me.

Due to the lateness when Congress adjourned, I was not able to reach Texas and begin my campaign until June 14, on which night I made my opening speech to my home people in Abilene. Grisham's law secretary was there from Eastland and interrupted my speech to insult me, thus forcing me to engage in a fistcuff with him in a crowded courthouse. Speaking several times a day, I then made over 50 speeches in my district in defense of my record without even mentioning my opponent and engaged in no personalities, until by their malicious action Grisham and the Wagstaffs at Abilene forced me to do so.

WAGSTAFF SORE FROM DEFEAT.

When I announced for Congress on January 1, 1916, in the old Jumbo district, embracing 59 counties, J. M. Wagstaff also immediately announced as a candidate. Wagstaff was then in the Texas Legislature representing Taylor County. We both lived in Abilene. Congressman Bob Smith lived in El Paso. I challenged Wagstaff to enter a preferential primary with me in Taylor County and let our home people decide between us. He had lived in Taylor County for 35 years, while I had lived there only 7, moving to Abilene after I was elected district judge. Wagstaff accepted and agreed to support me if I defeated him. We had a joint debate in every election precinct in Taylor

County. In the preferential primary held on February 5, 1916, I defeated him by a decisive majority. Yet in my contest that followed with Congressman Smith, in violation of his agreement, Wagstaff worked harder to defeat me than did my opponent.

On every Thursday night last July the Abilene band gave a free concert on the public lawn, always attended by a crowd of Abilene people. My opponent, Grisham, advertised that he would speak on Thursday night, July 1, 1920, immediately following the band concert, which he did, being introduced by J. M. Wagstaff. Notwithstanding that I have never owned any stock in or been upon the pay roll of any corporation in my life, and he has been a large stockholder in and attorney for big corporations for half a lifetime, Wagstaff, in his introduction speech, asserted that I was the representative of special interests; that I had helped Congress to vote the people into "a rich man's war and a poor man's fight," and ridiculed me for ascertaining the sentiment of the people in my district on the draft law before it was voted on in Congress. That night from Abilene reports were sent all over the district that an enthusiastic crowd of 2,000 of Blanton's home people went out to hear Grisham speak in Abilene.

THEN LITTLE ROBERT WAGSTAFF ENTERED THE FIGHT.

Following Grisham's speech in Abilene on Thursday, July 1, at a meeting of Paramore Post, No. 57, American Legion of Texas, in Abilene, on Monday, July 5, 1920, J. M. Wagstaff's son, Robert M. Wagstaff, was elected post commander. He and one of his close kinsmen had prepared ready for use a resolution reciting that in Congress Representative BLANTON, of Texas, had blocked the passage of a resolution and prevented an investigation of the escape of Grover Cleveland Bergdoll, and had thus aided a millionaire slacker, and that said Paramore Post condemns and denounces the action of Representative BLANTON as an insult to the American Legion. The last clause of the resolution recited—

that copies be furnished to the press of the seventeenth congressional district and to all posts of the American Legion within the district, and that the expense of such circulation be paid from the general fund of this post.

Without the members present knowing the merits or demerits of the matter, the passage of this resolution was railroaded through Paramore Post, and then little Robert Wagstaff got busy. He had this resolution, which had denounced and condemned me without trial or benefit of clergy, published in every daily newspaper in Texas that had any circulation whatever in my district; and over his own signature as post commander he sent it for publication to the 63 newspapers published in my district, accompanied by the following letter:

ABILENE, TEX., July 7, 1920.

EDITOR CISCO NEWS,
Cisco, Tex.

DEAR SIR: We inclose herewith a copy of a resolution passed by Paramore Post, No. 57, American Legion of Texas, by a vote of 96 to 8. We will appreciate it very much if you will print this resolution.

Yours, truly,

R. M. WAGSTAFF,
Post Commander.

The veteran able and distinguished editor of the Baird Star wrote Robert Wagstaff that he would not publish such political propaganda in his paper. A number of newspapers took the same action, refusing even for money to publish Wagstaff's resolution. The Legion post in Jones County sent Wagstaff the following reprimand:

ANSON, TEX., July 10, 1920.

HON. R. M. WAGSTAFF,
Commander Paramore Post, No. 57,
American Legion of Texas, Abilene, Tex.

DEAR MAJ. WAGSTAFF: This is to acknowledge receipt of your letter of July 7. It is with sincere regret that I note contents of same.

Not having any interest in the matter, I fail to see where this post is concerned in a matter that appears purely political. I can not give you an official opinion; politics can not be taken up at our gatherings. I sincerely regret the action has been taken.

With warmest, kindest feeling toward your post, I am,
Most respectfully, yours,

CHAS. E. NEWTON,
Commander Anson Jones Post, No. 72.

Instead of using Wagstaff's resolution as political propaganda against me, as was purposed by Wagstaff, the Legion post at Sweetwater published the following public reply to Wagstaff:

SWEETWATER AMERICAN LEGION TELLS WAGSTAFF IT WILL NOT ENTER PARTISAN POLITICS.

The Sweetwater Post, American Legion, will not enter partisan politics as an organization. It will abide by the constitution of the Texas branch of the American Legion, and it has so informed Post Commander Robert Wagstaff, of Paramore Post, Abilene. A telegram to that effect was sent to R. M. Wagstaff on Monday of this week.

The executive committee of Sweetwater Post, American Legion, in a called session, decided to abide by the constitution of the Texas organization in regard to the Blanton-Wagstaff controversy and the following telegram was sent to Robert M. Wagstaff, post commander of the Abilene post yesterday:

"Article 2 of the constitution of the Texas branch of the American Legion provides 'the organization is absolutely nonpartisan and shall

never be used for the dissemination of partisan propaganda or for the promotion or destruction of any person's candidacy for public office or employment.' The executive committee of Sweetwater Post, No. 109, abides by the letter of the constitution."

(Signed) EXECUTIVE COMMITTEE, SWEETWATER POST,
AMERICAN LEGION.

In the Abilene Reporter for July 8, 1920, Robert Wagstaff over his signature said:

I accept full responsibility for writing the resolution condemning you, passed by the Paramore Post, No. 57, American Legion of Texas, on July 5.

Quite a distinguished commander of an American Legion post in my district wrote me as follows:

—, TEX., July —, 1920.

HON. THOMAS L. BLANTON,
Abilene, Tex.

MY DEAR JUDGE BLANTON: I inclose you copy of resolutions adopted by Paramore Post sent me by Robert Wagstaff. I am sure that you have been done an unmerited injury. I deem this purely a political controversy, and refuse to take the action desired by Commander Wagstaff, since you doubtless know that the legion has nothing to do with partisan politics.

Personally, I know that you are a friend of the ex-service and service man. I know that your percentage of Americanism runs higher than that of many who are legionaires. I am proud of the fact that we have had such representation in Congress as we have since you were elected from the seventeenth district. I only hope for your reelection as often as you shall condescend to serve us in this capacity. Now, as a word of warning. It is likely that Wagstaff has sent a copy of this resolution to every post in this district. I hope that you will make known the real facts to every post, in order that no additional injustice be done you. Use this, but keep my name confidential.

Sincerely, yours,

Commander — Post, No. —
American Legion of Texas.

After realizing that Robert Wagstaff had used them to vent his personal spleen in his efforts to harm me politically, certain members of the Paramore Post administered to Wagstaff the following rebuke, as published by the Times in Abilene:

84 MEMBERS PARAMORE POST SIGN RESOLUTION ASKING WAGSTAFF TO KEEP LEGION OUT OF POLITICS.

Following the disturbance last week created by reason of Paramore Post, American Legion, adopting a resolution which has since been construed by many as dabbling in local politics, the self-explanatory resolution given below has been signed by 84 members of the post. Many of those who aided in passing the original resolution, at the time not thinking what it meant, have signed this second resolution. It was started Sunday afternoon and handed to the press Wednesday morning with the 84 names shown and the statement that many more signatures are expected:

"We, the undersigned members of the American Legion, Paramore Post, No. 57, Abilene, Tex., believe that political controversies should be kept out of the legion and that the present Wagstaff-Blanton controversy is detrimental to the welfare of our post; we believe that if our post commander wants to carry on a political controversy with BLANTON or any other man or men, he should do so without involving the American Legion." (Signed by the following 84 members.)

Roy S. Curtis, J. T. Rollins, J. L. Compere, Jr., Charles M. Jones, Raymond Donnell, Deter H. Hardwicke, Stewart Cooper, V. L. Walker, Perry D. Pittman, W. G. Kinsolving, E. P. Rouff, Yancy C. McDaniel, J. W. Lozier, C. W. Boyce, Ray C. Billups, C. M. Jordan, L. H. Gilbert, W. H. McKee, T. H. Gilbert, E. J. Sharpe, G. E. Rollins, George B. Darnell, F. E. Rhodes, C. G. Willis, Leland L. Martin, Hubert Cooper, George W. McDaniel, Jr., C. E. Boyd, B. Manly Hanks, G. C. Davis, C. H. Lathrop, A. Baack, T. J. Collins, Jr., L. J. Pickard, James H. Wilson, E. M. Huskinson, C. P. Gann, Herman F. McDaniel, F. H. Scott, W. B. Scott, L. P. Schmidt, Ernest Old, R. C. Howerton, P. V. Smith, John B. Ray, Oliver Cunningham, Joe Totten, H. Holley, L. H. Magee, E. M. Viden, J. B. Girard, R. F. Brown, R. O. Neal, T. L. Lair, Roy Bradley, Joe Clemons, F. P. Smith, S. Hobbs, J. P. Welch, R. G. Hall, Jr., D. Darnell, F. B. Weakley, H. L. Manly, Andrew Urban, Jr., Mark P. Thomas, Scott W. Hollis, J. T. Leeson, Jr., E. R. Hoppe, M. M. Bradfield, M. P. Metzger, F. W. Hoppe, B. L. Lacey, W. G. Christopher, Cunningham, Fleming James, Philip Schultz, Emmett M. Landers, G. A. Cresswell, James S. Hargrove, B. H. Murphy, M. E. Fewell, C. C. Bracken, J. E. Spaulding, F. J. Ferrier.

And so they hanged Haman upon the scaffold he had prepared for Mordecai.

FACTS CONCERNING THE BERGDOLL RESOLUTION.

Now, Mr. Speaker, the following are the facts about the Bergdoll resolution. Grover Cleveland Bergdoll, a millionaire, was an infamous slacker and draft deserter. He was tried by court-martial and was sentenced to five years at hard labor in Fort Jay on Governors Island, N. Y. He represented that he had hidden out \$150,000 in gold which he wanted to go and dig up, and upon such a flimsy excuse military authority permitted him to go to his millionaire mother's home in Philadelphia guarded by two sergeants, from whom he escaped. No one despises more or has a greater contempt for Bergdoll than I. But my contempt is fully as great for the military officers who foolishly made it possible for him to escape. All parties connected with his escape deserve to be punished to the maximum limit. The War Department claimed that it was exhausting its every resource to apprehend Bergdoll, and to apprehend and punish by court-martial all connected with the Army who had anything to do with his escape. The War Department had access to the services of hundreds of skilled detectives and secret service men. The Department of Justice claimed to be using

all of its machinery, to apprehend Bergdoll and parties who assisted in his escape, and it had access to the service of its hundreds of detectives and secret service men. The State constabulary of Pennsylvania and of other States claimed to be exhausting all means possible to catch Bergdoll.

Congress adjourned on June 5, 1920. In the closing hours of the session, on June 4, 1920, the gentleman from Kansas [Mr. CAMPBELL], chairman of the Rules Committee, called up for passage House resolution 574, introduced by the gentleman from California [Mr. KAHN], chairman of the Military Affairs Committee, which resolution sought to have appointed a special select committee of five Members to investigate Bergdoll's escape, to be authorized to sit after Congress adjourned, to have authority to permit each one of its five members to sit anywhere at any time as a subcommittee, such committee having carte blanche authority to employ all assistance, hire clerks and stenographers, use the services of high-priced attorneys, have witnesses come from all parts of the United States at Government expense, have all of its printing done at public expense, and providing for the payment of all expenses upon vouchers issued by the chairman of such committee.

At that time only a few Members were on the floor, and 164 Congressmen had already left Washington and gone to their scattered homes. Fully 100 more had their transportation in their pockets hoping to leave at any moment. All had their minds full of politics and the approaching primary elections and were not giving careful attention to legislative matters. I knew from past experience that such a select committee had paid enormous fees to counsel, one lawyer having received a fee of as much as \$25,000. I took the position that this resolution smacked too much of politics, that thousands of dollars could be wasted by it and nothing accomplished; that if an investigation by Congress was necessary, it should be made by the Military Affairs Committee, which already had its own secretary, clerk, and stenographers, and access to an abundance of eminent legal counsel, and that there was no occasion for going to the enormous expense of creating this special committee. Therefore I raised objection to the resolution and prevented it from being taken up. I was influenced by no purpose other than to protect the Public Treasury from waste and extravagance and to save the people's money.

Then the gentleman from Kansas [Mr. CAMPBELL] presented from the Committee on Rules a special rule making the Kahn resolution No. 574 in order as the privileged business before the House, but I again stopped him by making a point of order that no quorum was present, which forced them to secure a quorum before the House could consider the resolution. The House then recessed until 8 o'clock that night, and all Members yet in Washington were notified to be present. When the House resumed business at 8 o'clock that night 270 Members answered to the roll call, which made a quorum present. Then by reason of the special rule passed by the Committee on Rules, this Kahn resolution became the privileged business before the House and could have been brought to a final vote on its merits, but the gentleman from Kansas [Mr. CAMPBELL] must have realized that the opposition I had raised against it was strong enough to defeat it, for he voluntarily withdrew it from the consideration of the House. Yet, after Congress had adjourned, and I had no way to answer him, the gentleman from California [Mr. KAHN] extended remarks into the Record, printed on page 9329 of the permanent Record, wherein he used this language:

I regret to say that the gentleman from Texas [Mr. BLANTON] objected to that request. Thereupon the chairman of the Committee on Rules submitted a privileged report from the Committee on Rules and recommended that resolution 574 be adopted. Thereupon the gentleman from Texas [Mr. BLANTON] made the point of order that there was no quorum present, and the House accordingly had to take a recess. After the recess, when the presence of a quorum had been established, Mr. CAMPBELL of Kansas again called up the resolution, but the gentleman from Texas again blocked its consideration.

To correct this error made by the gentleman from California [Mr. KAHN] I call attention to the proceedings of the House for June 4, 1920, as reported on page 9195 of the permanent Record, to wit:

The SPEAKER. Two hundred and seventy Members have answered to their names. A quorum is present.

Mr. CAMPBELL of Kansas. Mr. Speaker, just before the recess I submitted a resolution to investigate the escape from a military prison of one Bergdoll. The circumstances surrounding the escape point to a very nasty scandal.

Mr. BLANTON. Mr. Speaker, I demand the regular order.

Mr. CAMPBELL of Kansas. There being objection, Mr. Speaker, to the consideration of the resolution, I withdraw the resolution.

Hence, Mr. Speaker, it was the gentleman from Kansas [Mr. CAMPBELL] who voluntarily withdrew said resolution from the consideration of the House, although it had been given a privileged status by a special rule from the Committee on Rules, and

it was the gentleman from Kansas who prevented it coming to a final vote on its merits.

Moreover, under such special rule then passed by the Committee on Rules, this Kahn resolution, No. 574, to appoint a select committee to investigate Bergdoll, still has a privileged status before the House, and has been privileged on every day since the House met December 6, 1920, and no attempt whatever has been made to call it up. Under said special rule, which has never been abrogated by the Rules Committee, the chairman could have called up this Kahn resolution at any time since we met, but he has made no attempt to do so. The House was in session less than one hour on December 6, was in session only 1 hour and 40 minutes on December 7, 1920, and up to this date, December 30, 1920, has taken several recesses, yet this Kahn resolution, 574, with a privileged status under a special rule, has not been called up. If it were of such urgent importance in the dying hours of Congress on the night of June 4, 1920, why is it not of more urgent importance during the whole month of December, 1920? Failure to call it up has proven my position that its object was more political than anything else. Neither the Kahn resolution nor my own will be permitted by said gentleman to be called up this session.

For, Mr. Speaker, on December 7, 1920, the second day of this session, I introduced in the House the following:

[House resolution 603, Sixty-sixth Congress, third session.]

Whereas in May, 1920, one Grover Cleveland Bergdoll, theretofore convicted by Army general court-martial as a draft deserter and sentenced to confinement for five years in the United States Disciplinary Barracks at Fort Jay, N. Y., escaped from confinement, and has never been apprehended, and is still a fugitive from justice; and Whereas the Committee on Military Affairs, composed of 13 Republicans and 8 Democrats, could investigate all facts connected with the above case with very little expense to the Government, as none of the members of said committee draw any extra pay as committeemen, such committee already having a secretary and clerk paid for annually by the Government, and such committee having access to the service of committee stenographers paid for annually by the Government; and Whereas said Committee on Military Affairs has made no investigation whatever of the disgraceful escape of this contemptible draft deserter: Therefore be it

Resolved, That the said Committee on Military Affairs of the House of Representatives be, and it is hereby, directed to investigate and procure all facts relevant to fixing responsibility for said escape and for the failure to recapture the said traitor and deserter.

That said committee shall report its findings to the House at the earliest date possible, with its recommendations.

The Committee on Military Affairs, without such resolution being passed, has the authority to investigate the escape of Bergdoll, as it is an Army matter, but the committee has not yet made any attempt to do so. This resolution of mine was referred by the Speaker to the Committee on Rules; and if its chairman, the gentleman from Kansas [Mr. CAMPBELL], was so very anxious on June 4, 1920, to investigate Bergdoll, why is he not fully as anxious at this time, or at least anxious enough to favorably report for passage my resolution? It needs no hearing. The facts warranting its passage are fully understood by the chairman. With my resolution passed, the Committee on Military Affairs could make this investigation with very little expense. The committee is not now overworked, as all of its appropriating power has lately been taken from it. But both the gentleman from California [Mr. KAHN] and the gentleman from Kansas [Mr. CAMPBELL] seem to have lost all of their "pep" and desire to investigate this infamous slacker, Bergdoll. Personally, I am a strong admirer of and on some questions I am able to agree with the gentleman from California [Mr. KAHN], but on some very vital questions I have been forced to disagree with him. For instance, when his committee provided for the maximum strength of our Army in peace time to be 280,000 men, I sought to reduce that number by half. And, based on the action of his committee, the Secretary of War has created a deficiency of about \$70,000,000 more than the appropriations Congress made in deciding what it would spend this fiscal year on the Army. Likewise the gentleman from California [Mr. KAHN] has sought to bind the United States with the militaristic policy of universal compulsory military training, which would take the young boys of our country out of their homes to the camps each year in peace times. I am against him on this question, and will fight it to the end.

The members of the American Legion have had no better friend in Congress than myself. When they were overseas and in the various camps of this country I worked day and night to see that they were properly treated, to see that their loved ones promptly received their allotments and allowances, to see that in all serious emergencies they were promptly sent home to their loved ones, and to help force prompt demobilization as soon after the armistice as was possible. I spent much of my own money cabling to France and to all parts of the world locating lost sons and husbands. I call attention to the determined fight I waged against the Chief of Staff and the Secre-

tary of War that forced better treatment to be given the Thirty-sixth Division while billeted in France, and the return of both the Thirty-sixth Division and the Ninetieth Division much earlier than had been contemplated by the War Department, as is shown by the speech I made on the floor of this House on February 19, 1919. I protected hundreds of privates and gobs from being cruelly imposed upon by cad officers, taking their individual cases up by wire with their commanders and going direct to headquarters with my complaints. Gen. Pershing gave every emergency cablegram I sent him prompt and favorable attention. Numerous mothers, fathers, and wives in my district and scattered over Texas and even in many other States will testify to the fact that no appeal in behalf of one of our service men has ever been made to me in vain.

Yet newspapers like Biggers' Olden Advance, the Daily Oil Belt News (which is now honored by having R. N. Grisham as one of its directors), the Roscoe Times, and the Sweetwater Reporter published in full Robert Wagstaff's resolution denouncing me, and under numerous slanderous headlines, such as "BLANTON aids millionaire slacker," condemned me editorially and denied me space to publish even an explanation. The Sweetwater Reporter repeated the Wagstaff resolution in numerous issues shortly before the primary election and also published the vicious attack he made in his speech at the Trent picnic against me. But neither J. M. Wagstaff nor his son Robert were able to destroy the people's confidence in me.

But when introducing R. N. Grisham, in Abilene, what did J. M. Wagstaff mean by saying that I had helped Congress to vote the people into "a rich man's war and a poor man's fight"? J. M. Wagstaff is a rich man. Robert M. Wagstaff is the son of a rich man. Robert M. Wagstaff entered the Army with a commission. While the brave men in his company were carrying heavy packs in training down near the Rio Grande, the rich officer, Robert M. Wagstaff, was sent to the Government warfare school at Brownsville. While his splendid company was undergoing further intensive camp training and suffering hardships and privations this rich young officer, Robert M. Wagstaff, was sent to attend the War College in Washington and to enjoy all the pleasures which the Nation's Capital accords to one wearing an officer's uniform. Even in this War College, while conversing with Col. Andy Moses, who afterwards in France became a distinguished brigadier general, Robert M. Wagstaff could not refrain from "knocking" on his Congressman. When the time came for his company to go to the battle front, where his brave men all did valiant service in turning back the murderous Hun, again we find this rich officer, Capt. Robert M. Wagstaff, attending school, and in not one single engagement did he participate. The following telegram from The Adjutant General of the United States Army is self-explanatory:

WASHINGTON, D. C., July 8, 1920.

Congressman THOMAS L. BLANTON,
Abilene, Tex.:

Records do not show that Capt. Wagstaff participated in any engagements. He is shown to have been at Army school line, Langres, France, September 28 to December 31, 1918.

HARRIS,
The Adjutant General.

Is this what Robert's father, J. M. Wagstaff, meant when he said that I had helped Congress vote the people into "a rich man's war and a poor man's fight"? The splendid fellows in Robert's company, many of whom were poor, did all the fighting, while Robert did none of it. But it was neither my fault nor the fault of Congress. I helped Congress to pass a draft law that was designed to place every poor boy in the United States on a par with every rich boy, to make them all serve alike, without special favors to anybody, and I did ascertain what was the will of the good people I represent before said law was passed; and I want Mr. J. M. Wagstaff to understand that as long as I represent the people it shall be my aim to find out their will, where possible, and to vote as a majority of them would vote, could all of them be here and pass upon such matters in person. It is their wish and will that I try to express by my votes. As their representative I try to do for them what they themselves would do were they here acting for themselves in person.

JOINT DEBATES WITH GRISHAM.

In order to correct misrepresentations being made daily by my opponent Grisham, I arranged my campaign so as to enable me to meet him in six joint debates, the first being at a picnic in Cross Plains, Callahan County, on July 8, 1920. Though being entitled to it myself, I gave Grisham the opening and closing. Up to that time I had made over 50 speeches and had not in any way referred to him and had indulged in no personalities. Some of his charges were so ridiculous that I must

mention them. He asserted that by my vote I helped Congress to exempt Congressmen from paying an income tax on their salaries. I showed that Congress made no such exemption, as all Congressmen paid the income tax on their salaries, and I exhibited my canceled check, No. 1157, dated March 4, 1920, drawn on the Federal National Bank of Washington, for \$897.68, payable to Hon. A. S. Walker, income-tax collector for the Government at Austin, Tex., covering taxes for the past year, 1919.

Grisham then asserted that I had made others fight in trenches, but would not go there myself. I explained that under the draft law the President, as Commander in Chief of the Army and Navy, had the right to designate men for any service he desired and had the right to say whether he preferred for a Congressman to remain at his post here or to enlist in the Army, and that as soon as the war started, although I was then nearly 45 years old and had a wife and five minor children, I tendered to the President my services in whatever capacity he might conclude to use me, waiving all exemptions, as shown by the following:

WASHINGTON, D. C., May 22, 1917.

TO THE PRESIDENT OF THE UNITED STATES.

MY DEAR MR. PRESIDENT: If I can be used at the front I stand ready to serve my country. When the question was before the House I voted to increase the maximum age limit to 45, so that I would be included. I likewise voted to subject Members of Congress to the selective draft, in order that I would not be excluded. I am willing to waive my age and position.

My father enlisted as a Confederate soldier at the age of 16. My great-grandfather, William Walker, of Cumberland County, Va., had the privilege of fighting for his country in the Revolution. My mother's uncle, James Monroe Hill, was a veteran of San Jacinto. My oldest son is not 17, but will be ready to respond when the call of his country makes it necessary.

I stand ready to obey your orders should my services be needed and you should see fit to call on me.

With much respect, I remain,

Very sincerely, yours,

THOMAS L. BLANTON.

I received from the President the following reply, upon which I continued to serve in the House of Representatives:

THE WHITE HOUSE, Washington, May 23, 1917.

HON. THOMAS L. BLANTON,
House of Representatives.

MY DEAR MR. BLANTON: Your letter of May 22 does you great honor. I do not wonder that you feel as you do, and yet I want very earnestly to remind you that we are now engaged not merely in creating an army but also in mobilizing a Nation to perform all its functions at the highest pitch of efficiency. Surely in such circumstances it is just as much a man's duty to stay at a post such as you have been assigned to by your constituents as it is for a man to volunteer for an army. I take that view of it with the greatest confidence.

Cordially and sincerely, yours,

WOODROW WILSON.

Grisham asserted that I had fought and voted against lowering the draft age to 18, because I did not want it to take in my own boys. I had no boy 18, and the lowering of the draft to 18 did not affect my boys; but it did affect 670,000 other boys who at 18 were forced from their homes to do service, while we had over 20,000,000 able-bodied grown men to pick an army from, if only Samuel Gompers had permitted Congress to pass the "work or fight" order.

Although on the last registration under the draft act, September 12, 1918, less than two months before the armistice, my oldest son was yet 17 years of age and my next oldest son was yet 15 years old, both were well-trained Washington cadets, members of Central Company A, that tied for second place in the competitive drill by the numerous cadet companies of Washington, and each of these two boys won several medals as expert rifle shots under supervision of the National Rifle Association and would have been in the service in France by the following spring if the war had not been brought to a close so suddenly.

Grisham then asserted that I had voted to help Congress exempt all Congressmen from the draft, when the age limit was increased to 45. On the contrary I helped Congress to make all Congressmen subject to the draft just the same as everybody else, and I read the following certificate from the chairman of the draft board showing that I registered with the board and waived all exemptions:

THE HOLLIS SANITARIUM,
Abilene, Tex., July 3, 1920.

To whom it may concern:

I hereby certify that during the late war I was chairman of the draft board of Taylor County, Tex.; that on the last registration under the draft law during the war, on September 12, 1918, the oldest son of Congressman THOMAS L. BLANTON not being 18 years of age was not subject to registration; that on said date Congressman THOMAS L. BLANTON duly registered and sent his registration for service to the board, and did not claim any exemption as a Congressman, or otherwise, notwithstanding that within a few days thereafter, to wit, on October 25, 1918, he was 46 years old, and had a wife and five minor children.

L. W. HOLLIS, Sr., M. D.,
Chairman Local Board, Taylor County, Tex.

Grisham then asserted that I was having copies of my speeches printed at Government expense, and was using Government agencies to address them to my constituents. In answer to which I read the following:

WASHINGTON, D. C., April 24, 1920.

I hereby certify that Representative THOMAS L. BLANTON, of Texas, has paid to me for the Public Printer the total sum of \$4,025.37 covering cost to Government of paper and reprinting from the CONGRESSIONAL RECORD various speeches made by him, which reprinted speeches under the law are entitled to distribution under the frank of any Congressman or Senator.

Representative BLANTON from time to time has also purchased from me extra copies of the daily CONGRESSIONAL RECORD, which varies from 3 to 18 cents each according to size, he having paid me as much as \$8 for extra copies of one issue, such RECORD being entitled to distribution under any Congressman's frank.

W. A. SMITH,
Congressional Record Clerk, Capitol.

WASHINGTON, D. C., April 12, 1920.

The ADVANCE,
Olden, Tex.:

Among your many other past misrepresentations, in your issue of April 3 you assert that the stenographer addressing Congressman BLANTON's speeches was paid by the Government.

I have had charge of the addressing of these speeches, and out of his own pocket Congressman BLANTON has paid me \$200 per month for same, and he has likewise paid my assistant.

Mrs. C. BENTON.

It was to help save this Republic from I. W. Wism, anarchy, and lawlessness that I went to the trouble and expense of mailing all over the United States thousands of copies of my speeches, "Whither are we drifting?" "Let the people know," and "Awake, America." I sent them into every State in this Union. Through no other possible way could the people of this Nation learn the facts about their own business. Newspapers with few exceptions are hog tied by unions, whose radical leaders penalize them for every mention that is made of radical attempts of unions to dominate this Government.

In his desperate extremity Grisham then asserted that my campaign was being financed by the "interests." I will have little property to leave my family when I die, but the heritage of greatest value that I will leave my children will be the letters sending contributions to my campaign, for they show that earnest, loyal, patriotic Americans from Seattle to Florida, who love our institutions and believe in law and order, have appreciated my efforts here and were deeply interested in the reelection of a Texas Congressman. The following are samples of such letters:

HON. THOMAS L. BLANTON, M. C.,
Washington, D. C.

My DEAR MR. BLANTON: As a slight token of appreciation of the wonderful fight you are putting up against the anarchists, I hope you will accept the inclosed check toward your campaign expenses.

With kindest regards and best wishes, I am,

Yours, very truly,

HON. THOMAS L. BLANTON,
Abilene, Tex.

DALLAS, TEX., June 19, 1920.

DEAR SIR: Am inclosing you check which I desire to contribute toward your campaign fund. Am sending this to express my appreciation of the good work which you have done in Congress during your terms as Representative from your district. You will no doubt remember me, as I visited you several times while I was in the marine hospital at Quantico, Va. I am still in Dallas, Tex., taking a higher electrical course, which you assisted me in getting. My health is not so good, as I am still suffering from the effects of gas. My wounds have entirely healed. I am sure that the good people in your district will reelect you by an overwhelming majority. Hoping to see you before your return to Washington, I am, as ever,

Your friend,

H. C. COGDELL.

This brave young marine, Holland Cogdell, had one brother who did valiant service in the Navy, another who did effective service in the Army, and his oldest brother, D. M. Cogdell, fully as patriotic, but unable to pass the required physical examination, zealously farmed over 200 acres of land, helping to feed and clothe our service men in France and on the seas.

In returning his appreciated contribution, I replied as follows:

ABILENE, TEX., June 20, 1920.

MR. HOLLAND C. COGDELL,
Dallas, Tex.

My DEAR HOLLAND: You don't know how very much I appreciated your nice letter and your proffer of financial help in my campaign. Your letter is one of my most valuable possessions. But you and yours have done so very many valuable services for me that I simply can not accept this contribution, especially from a man who gave so much to his country in saving civilization from the Hun. I am therefore returning your contribution with the assurance, however, that I appreciate the sentiment accompanying it more than any money value.

I am making an active campaign and expect to be reelected by a large vote.

With kindest regards, sincerely your friend,

THOMAS L. BLANTON.

[P. W. Pearson, M. D.]

EMORY, TEX., June 12, 1920.

BLANTON CAMPAIGN COMMITTEE,
Abilene, Tex.

DEAR SIRS: There are several of us here who have Mr. BLANTON's success very much at heart and wish to send in our "mite" to help him.

Please let us know by return mail who to send check to.

Yours, truly,

P. W. PEARSON.

DR. P. W. PEARSON,
Emory, Tex.

MY DEAR DR. PEARSON: Your very kind favor, addressed to Abilene, was forwarded to me from there and has just been received, and I want to assure you of my sincere appreciation of same.

Admiring friends all over the United States who have watched Congressman BLANTON's fight here for 100 per cent Americanism and against anarchy and extravagance have from time to time written him requesting that they be advised when his campaign began, as they would deem it a privilege to bear a small portion of the expense, and it is only from these that I have accepted campaign contributions. Such contributions, none of which are for large amounts, have to date been received from 22 States. I am going to keep the primary campaign expense within \$2,000, and I have almost that amount now. I note you and other friends there wish to take a part. This will not be necessary unless his enemies should run some one against him in the general election in November, and if they do you will probably hear of it.

Again thanking you, and with kindest wishes, I am,

Very sincerely, yours,

WILLIAM W. BLANTON,
Campaign Manager.

And, Mr. Speaker, my primary campaign expenses were kept within \$2,000, and I went to very little additional expense in the campaign preceding the general election. I would be ungrateful did I not express thanks to the loyal American citizens who voluntarily made contributions to my campaign expenses, some residing in such States as Louisiana, Florida, South Carolina, Georgia, Tennessee, Virginia, Kentucky, Missouri, Illinois, Ohio, Iowa, California, and Oregon, indicating that my fight for 100 per cent Americanism and against anarchy and extravagance is appreciated generally over the United States.

EVERY MAN IS BEST KNOWN BY HIS HOME PEOPLE.

During my debate I called attention to the fact that I had made a good, clean campaign on my record without engaging in personalities or mud slinging; that I had made over 50 speeches in the district without mentioning or even referring to my opponent, but that the malicious attacks made by Grisham, the Wagstaffs, and the attorneys speaking in behalf of labor unions over the district against me had forced me to reply to them. I asserted that any man in public life who could not survive unjust newspaper criticism and the falsehoods of his enemies did not deserve to be reelected, and that inasmuch as it was impossible for a man to fool his home people, I called attention to the vote Grisham and I received in the old sixteenth district in 1916, when he ran against me for Congress the first time, to wit:

Official certified vote for Representative, sixteenth congressional district of Texas, in Democratic primary election held July 22, 1916, received by Thomas L. Blanton and R. N. Grisham.

County	Thomas L. Blanton.	R. N. Grisham.
Andrews.....	61	6
Borden.....	100	18
Brewster.....	209	28
Callahan.....	923	68
Coke.....	461	38
Concho.....	369	33
Crockett.....	89	11
Crosby.....	293	85
Culberson.....	45	5
Dawson.....	239	65
Eastland.....	1,579	83
Ector.....	44	9
Edwards.....	73	1
El Paso.....	704	561
Fisher.....	666	133
Gaines.....	75	13
Garra.....	246	51
Glasscock.....	68	9
Haskell.....	998	108
Howard.....	370	244
Irion.....	130	7
Jeff Davis.....	45	3
Jones.....	1,367	191
Kent.....	205	40
Kimble.....	330	7
King.....	71	63
Lubbock.....	494	28
Lynn.....	294	33
Martin.....	124	17
Menard.....	197	33
Midland.....	188	75
Mitchell.....	399	621
Nolan.....	464	

Official certified vote for Representative, etc.—Continued.

County.	Thomas L. Blanton.	R. N. Grisham.
Palo Pinto.....	1,105	122
Pecos.....	60	6
Presidio.....	19	3
Reagan.....	53	0
Real.....	65	5
Reeves.....	119	148
Runnels.....	1,187	140
Schleicher.....	174	4
Scurry.....	713	154
Shackelford.....	451	24
Stephens.....	464	44
Sterling.....	137	7
Stonewall.....	377	38
Sutton.....	134	11
Taylor.....	2,185	118
Terry.....	120	9
Tom Green.....	720	106
Upton.....	47	1
Ward.....	82	15
Winkler.....	16	1
Yoakum.....	63	11
Total.....	20,249	3,658

So the good Democrats in the old Jumbo district spoke in 1916. I called attention to the following: In his old home county of Kent, where he was principal of the public schools two years, and where he was county judge two years, and was well known and had prominent kinsfolk still living in the county, Grisham then received only 40 votes, while I received 205 votes, over 5 to 1 against him. In Martin County, where he lived when he was district attorney, Grisham then received only 33 votes, while I received 124 votes, nearly 7 to 1 against him. And in Eastland County, to which he had since removed after oil was discovered there, Grisham then received only 86 votes, while I received 1,579 votes there. In my old home county of Shackelford Grisham then received only 24 votes, while I received 451 votes. And in my present home county of Taylor Grisham then received only 118 votes, while I received 2,185 votes. And in the district I then received 16,593 votes more than Grisham did.

And then I called attention to the vote in the Democratic primary election in 1918, where, with an ex-Congressman and two legislators running against me, I received a majority of 15,212 votes more than all three of them received together, to wit:

Vote for Congressman in the seventeenth congressional district of Texas in Democratic primary July 27, 1918.

County.	Thomas L. Blanton.	Oscar Callaway.	Joe Adkins.	William G. Blackmon.
Taylor.....	3,992	177	297	199
Comanche.....	2,585	1,394	285	117
Runnels.....	2,242	140	300	107
Coleman.....	1,979	251	615	254
Brown.....	1,857	546	1,582	194
Concho.....	646	30	278	75
Nolan.....	1,468	0	296	207
Jones.....	2,697	0	370	818
Shackelford.....	682	37	79	45
Callahan.....	1,707	0	426	234
Stephens.....	908	190	87	124
Eastland.....	2,894	0	452	384
Palo Pinto.....	2,082	282	132	319
McClulloch.....	551	42	1,315	54
San Saba.....	1,313	56	877	80
Lampasas.....	855	92	839	155
Mills.....	1,113	291	340	100
Llano.....	770	45	647	121
Burnet.....	1,573	82	639	64
Total.....	32,034	3,355	9,816	3,651

THOMAS L. BLANTON'S majority over all three opponents, 15,212.

My joint debate with Grisham at Cross Plains was on July 8, 1920, and it was clearly apparent to those present, even to the delegation of union labor accompanying Grisham there, that I had satisfactorily answered each and every one of the malicious and ridiculous charges made by Grisham, as the crowd was with me. Yet the next day both the daily papers published in Fort Worth—not in my district—the Fort Worth Star-Telegram and Fort Worth Record, devoted much of two columns in proclaiming that Grisham had annihilated me in joint debate; that I had failed to answer his charges; that I had an hour and a half, while Grisham was given only an hour and a quarter, when, as a matter of fact, Grisham had an hour and a half; and again devoting much of such space to the condemnation passed upon me for blocking the Bergdoll resolution. These articles were

identical, written by the same person. When I called his attention to the injustice, Col. Louis J. Wortham, editor of the Star-Telegram, who is always fair even to one with whom he may differ, promptly published my correction of the erroneous statement. But the Fort Worth Record would not publish even a line of explanation from me, although on July 10, 1920, I wrote its distinguished editor, calling attention to the garbled account of my debate and the many errors of fact in such article, asking that my short explanation be published. And I offered to pay for same as an advertisement, yet the Record would not publish it. As the Star-Telegram covered my entire district and the Fort Worth Record circulated in some counties in my district, to correct the false impression made by their accounts of my joint debate I sent an explanation to the Dallas News, asking that it be published as an advertisement, and accompanied same with a check for \$100 to cover charges. But as the Dallas News required that I cut out of such article the oath which the International Typographical Union requires all of its members to take before an officer with seal, it was not published, and my \$100 check was returned. The part of the oath that was correctly quoted by me in said article is as follows:

That my fidelity to the union and my duty to the members thereof shall in no sense be interfered with by any allegiance that I may now or hereafter owe to any other organization, social, political, or religious, secret or otherwise.

Through the closed shop union labor has gradually but surely gotten into control of the press. Through the International Typographical Union many newspapers have been absorbed and taken over by union sympathizers. And when the Congress seeks to pass a law against sedition it is organized labor that prevents it, setting up a howl that it interferes with a "free press." So far as the people of the United States are concerned, there is no free press, unless with the one exception of the CONGRESSIONAL RECORD, concerning which Members of Congress do not permit the unions in the Government Printing Office to censor their speeches, however much they may be censored by Mr. Gompers's representative in the gallery.

The editor of a newspaper employing union labor is certainly to be pitied. He is not the boss of his plant and he knows it. There is only one of his employees whom he can discharge, and that is his foreman. He can not discharge any others. It is embarrassing for him ever to attempt to publish matter that is repugnant to his employees. When they demand that any matter be not published the editor fully realizes that to override their will means a walkout and a tie-up of his plant, and probable ruination of his business. This is why you see so few articles in the papers condemning radicalism in unions. And when union labor demands that certain matter be published as news, it is at least embarrassing to the editor not to do so. And this is why you find so many union articles written by labor leaders appearing so frequently in the press. And this is why specially prepared accounts of my joint debates were so copiously published. After my joint debate with Grisham in Callahan County on July 8, I had another with him in Mills County on July 9; one in Taylor County with him on July 10; one in Jones County with him on July 16; one in Comanche County with him on July 22, and one in his old home of Sweetwater, Nolan County, on the night of July 23, 1920, preceding the primary the next day. In Callahan County I received 1,016 votes to his 425, notwithstanding the large terminal and union railroad shops in Baird, in that county. In Mills County I received 915 votes to his 319. In Taylor County I received 2,382 votes to his 966. In Jones County I received 1,914 votes to his 747. In Comanche County I received 1,929 votes to his 1,301, notwithstanding the union railroad shops in De Leon, where we had one of our debates. And in his old home county of Nolan, where we debated the night before the primary, I received 726 votes to his 635. Yet none of the newspapers which after each joint debate asserted that Grisham had downed me, has ever reported to their readers the magnificent majority given me by each of the six counties wherein we debated. The following is the primary election vote by counties:

Certified official vote for Congressman in the seventeenth congressional district of Texas, in the Democratic primary election held July 24, 1920.

County.	Thomas L. Blanton.	R. N. Grisham.
Taylor.....	2,382	966
Shackelford.....	444	126
Jones.....	1,914	747
Runnels.....	1,398	280
Concho.....	590	122
Nolan.....	726	635
Callahan.....	1,016	425
Coleman.....	1,584	660
Brown.....	1,496	851

Certified official vote for Congressman, etc.—Continued.

County.	Thomas L. Blanton.	R. N. Grisham.
Comanche.....	1,929	1,301
Eastland.....	2,113	2,232
Stephens.....	422	345
Palo Pinto.....	1,269	959
Mills.....	915	319
Lampasas.....	855	330
Burnet.....	1,131	215
Llano.....	595	121
San Saba.....	904	411
McCulloch.....	931	392
Total.....	22,615	11,439

THOMAS L. BLANTON'S majority, 11,176.

And, Mr. Speaker, in order that representatives of Mr. Samuel Gompers may never again make some strangers in my district believe that I can not carry my home county, I want every one of my friends into whose hands this record may come to preserve it, and show that notwithstanding the concentrated fight made against me by union labor, and the active, unrelenting, malicious fight daily made there against me by Robert M. Wagstaff, and his father, J. M. Wagstaff, who has lived in Taylor County for nearly 40 years, I carried every single precinct in the county by a large majority, the following being the vote:

Vote of Taylor County, Tex., for Congressman in the Democratic primary election held July 24, 1920.

Voting precinct.	Thomas L. Blanton.	R. N. Grisham.
Abilene.....	1,173	592
Ovalo.....	92	17
Jim Ned.....	11	2
Hamby.....	20	5
Caps-Merkel.....	26	4
Gulon.....	23	17
Trent.....	47	28
Tye-Abilene.....	28	14
Nubia.....	60	7
Caps-Abilene.....	58	2
Merkel.....	350	89
Buffalo Gap.....	55	33
Tuscola.....	101	32
Tye-Merkel.....	29	9
Lawn.....	23	14
Shep.....	37	16
View.....	49	6
Blair.....	45	10
Potosi.....	37	19
Bradshaw.....	48	20
Elmdale.....	17	3
Moro.....	28	10
Iberis.....	25	17
Total in county.....	2,382	965

The two Wagstaffs and myself live in the same ward, known as the Court Donnell Box. In this ward I received 450 votes and Grisham received 181 votes. So it can not be again contended that my home people are not with me.

If I had indulged in personalities and mud slinging, as did Mr. Grisham throughout his six months' speaking campaign in my district, I could have forced him to put in all of his time in defense of himself, as I was furnished with a number of rather severe charges against him, such as the following:

ABILENE, TEX., July 20, 1920.

HON. THOMAS L. BLANTON,
Abilene, Tex.

DEAR SIR: Yours received, and in reply will say: That I brought the law firm of Grisham Bros., through my agreement with Tom Grisham, brother of R. N. Grisham, some oil business with the understanding that I was to receive one-third of what was recovered. They collected a large sum of money, which I believe to be approximately \$40,000, and then refused to pay me my part, and have pleaded the technicalities of the law in an effort to keep me from recovering in the courts.

Very truly,

W. A. TUNSTALL.

On the next week after the primary the following appeared from Washington in the press of the country:

BLANTON'S VICTORY NOT PLEASING TO THE AMERICAN FEDERATION OF LABOR.

WASHINGTON, D. C., July 26, 1920.

The renomination of Representative BLANTON in the Abilene district comes as a bitter disappointment to American Federation of Labor officials.

The Texan was at the head of the Federation's nonpartisan "black-list" of Congressmen and Senators whom it sought to defeat. BLANTON'S contest was being watched from Washington, for it was believed here that organized labor was trying harder to defeat him than any man in Congress. Had he failed of renomination it would have been regarded as a victory for the American Federation of Labor, and would have served notice that the federation must henceforth be taken into calculations as an organization capable of cracking the whip over its political enemies.

Frank Morrison, secretary of the American Federation of Labor, said: "It was merely the nomination campaign, was it not?" Morrison's tone indicated that the intensive fight on BLANTON will be resumed in the general election.

And, Mr. Speaker, the fight on BLANTON was resumed. Mr. W. D. Cowan, editor of the San Saba Star, began an active campaign against me. It is amusing now to look over the file of his newspaper for each week and read his many misrepresentations of and attacks upon me. For instance, when I was here in August working hard inspecting the various bureaus and departments, Mr. Cowan asserted editorially that I had misinformed my people when I told them I was returning to Washington, as I was still in Texas having a good time.

Mr. Cowan indorsed organized labor, its closed shop, picketing, sympathetic strikes, and the entire union program. He printed a large campaign circular with which he covered the district, and specially appealed to every union man who participated in the Democratic primary not to support the ticket. As he was making vicious attacks upon the Democratic Party, I advertised the following speaking appointments in the district: October 25, Burnet, 10.30 a. m.; Bertram, night. October 26, Llano. October 27, Cherokee, 10.30 a. m.; San Saba, night. October 28, Richland Springs, 10.30 a. m.; Brady, night. October 29, Brownwood. October 30, Coleman. And I challenged Mr. Cowan to meet me in joint debate at each of these places, and went to Texas to fill the appointments, speaking in Dallas en route; but he refused to meet me at any of said appointments, so I canceled them and returned East to continue work in behalf of the Democratic campaign. And for the benefit of Mr. Samuel Gompers, Mr. Frank Morrison, and others who actively sought my defeat I will give the vote:

Vote for Congressman in the general election on Tuesday, November 2, 1920, in the seventeenth congressional district of Texas.

County.	Thomas L. Blanton.	W. D. Cowan.
Taylor.....	1,994	161
Shackelford.....	371	28
Jones.....	1,834	177
Runnels.....	1,265	365
Concho.....	452	115
Nolan.....	843	44
Callahan.....	822	207
Coleman.....	1,556	367
Brown.....	1,716	385
Comanche.....	1,979	272
Eastland.....	3,081	183
Stephens.....	624	40
Palo Pinto.....	1,666	152
Mills.....	729	326
Lampasas.....	845	355
Burnet.....	888	252
Llano.....	724	321
San Saba.....	919	502
McCulloch.....	851	102
Total.....	23,153	4,355

THOMAS L. BLANTON'S majority, 18,804.

In my district, Mr. Speaker, the Democratic electors for Cox for President received 21,977 votes, and Mr. Pat M. Neff, Democratic nominee for governor of Texas, received 21,641 votes, while I received 23,159 votes, leading my party ticket both nationally and State by a good majority. It is not through want of modesty that I make these figures public. It is to let my colleagues and the country know that a Congressman can refuse to obey Mr. Gompers or any other special-class interest and still be returned to Congress.

When I first came to Washington I served notice on Mr. Gompers and the radical leaders of organized labor that they must purge their organizations of lawlessness and anarchy, and that until they did I would fight them just as unrelentingly as for over 25 years I have fought all lawlessness in corporations and big business. And the people of the United States have indorsed my fight. Time and again on the floor of the House and elsewhere I have warned my Democratic colleagues that unless the present leaders of our Democratic Party quit truckling to the unreasonable demands of labor organizations, and unless our leaders quit countenancing lawlessness and anarchy by Democratic officeholders in Democratic positions of great importance, the people would smite us on election day. And when Mr. Samuel Gompers gave our national campaign his indorsement it hung like a millstone around the neck of Democracy and made our defeat certain. The people of the United States have spoken in thundering tones not against Democracy but against lawlessness and anarchy, which we permitted organized labor to fasten upon many Democratic officeholders. Samuel Gompers defeated only one man in Congress, and he happened to be one of the ablest here. And he defeated Mr. Esch simply because

Mr. Esch did not fight back. Every Congressman and Senator who fought back won, and now Mr. Gompers and his American Federation of Labor, after doing everything in their power to defeat Mr. Harding, are slobbering around him, hoping to succeed in having one of their clan again made Secretary of Labor, to seal closed shop upon every institution, bureau, and department in Washington, requiring all Americans who hold positions here to join a union and contribute monthly to it and the American Federation of Labor. I hope that Mr. Harding and his party will take warning from the disaster that befell us Democrats and not thus curse his country's institutions.

I must refer to one other matter. In its issue of July 16, 1920, the Sweetwater Reporter published the speech Capt. Robert M. Wagstaff made against me at Trent, quoting Wagstaff as saying that the fight was not between Wagstaff and BLANTON, but between the soldiers of Taylor County and BLANTON; that BLANTON had done nothing to help the Thirty-sixth Division in France, it being the last to come home, while the New York divisions were among the first; and that every soldier of the Thirty-sixth Division should fight BLANTON.

I could cite the soldiers of the Thirty-sixth Division and of the Ninetieth Division to numerous speeches made by me in their behalf, but space forbids. But to show Capt. Wagstaff's great injustice, I now quote the following from the speech I made on the floor of the House on February 19, 1919:

IN THE HOUSE OF REPRESENTATIVES,
Wednesday, February 19, 1919.

Mr. BYRNS of Tennessee. I yield the remainder of my time to the gentleman from Texas [Mr. BLANTON].

Mr. BLANTON. Mr. Chairman, I have no patience with any criticism that smacks of politics, but there are times when because of politics to refrain from justly criticizing becomes a breach of duty. I am hoping through the publicity of the following facts to get from the War Department some late, authentic, definite information concerning the present condition of the Thirty-sixth Division in France and, if possible, to secure for the soldiers—brave fighting boys from Texas and Oklahoma—better camp conditions and more comfortable quarters during their enforced stay in a foreign land.

On February 7 Mr. R. E. Johnson, whose home is in Burnet, Tex., and who is a veteran officer of the Spanish-American War, came into my office, stating he had just arrived from France, and that on leaving the Thirty-sixth Division about 20 days before he had promised some Texas boys from my district to let me know the numerous hardships they were undergoing, urging me to get for them some relief.

I immediately sent the following letter to the Secretary of War:

FEBRUARY 7, 1919.

Hon. NEWTON D. BAKER,
Secretary of War, Washington, D. C.

MY DEAR MR. SECRETARY: A substantial citizen from my district has just returned from France. He tells me that he left Brest January 25 and left the Thirty-sixth Division about 20 days ago.

He informed me that the Thirty-sixth Division was quartered in an area of about 10 miles square, and that while the officers had beds to sleep in in the farmhouses, the privates were occupying barns, outhouses, chicken houses, and every other place that afforded any cover, with mud everywhere and much sickness. He also stated that these men generally were scratching themselves sore because of "cooties" and were disheartened, with no hope of getting home soon.

Instead of making public criticism in the House and probably do an injustice to your department, I am bringing this complaint direct to you, hoping that you will give me the facts as they really exist and will take immediate steps to remedy this condition. My informant is a credible citizen, loyal to the core, and would not have made this complaint had there been no foundation for it.

In this connection, if it is possible, could you give me some intimation when the Thirty-sixth may be expected home?

Very sincerely, yours,

THOMAS L. BLANTON.

Five days elapsed, and I received under date of February 11 the following communication from the Secretary of War:

WAR DEPARTMENT,
Washington, February 11, 1919.

MY DEAR MR. BLANTON: I deeply appreciate the information contained in your letter of February 7 and the spirit in which you transmit it. On the occasion of my own visits to France I confess I was amazed at the conditions under which the soldiers had to live; but, of course, there are some 2,000,000 British soldiers and about 2,000,000 American soldiers there for whom no permanent provision could be made, and who then had to live, and probably still have to live, under conditions which in this country would be regarded as quite impossible. The contrast between our well-ordered camps in this country, with their barracks, storehouses, bathing facilities, etc., and a quartered division in France is something which can not be described but must be seen to be understood.

Of course, the signing of the armistice enabled us to move some divisions from the least possible places, but until a substantial number of our troops are returned it will not be possible to find even moderately comfortable surroundings for them. We are, of course, using every ship we can lay our hands upon to carry soldiers home, and each boatload diminishes the problem on the other side, but the problem is still there and is serious, and part of its seriousness lies in the fact that,

of course, every soldier now in France has his mind set on coming home, the inspiration under which they lived while the war was still on is withdrawn, and they are more sensitive to unpleasant conditions. In addition to that, I know of no country in the world where it rains so steadily and so often, or where the mud is so impressive, as it is in France at this season of the year. Fortunately, the health records of the Army in France do not bear out the apprehension of your friend as to the sickness prevailing there. It seems to me true that mud is less dangerous than the dust which they have to endure in the summer.

However, I am never willing to rest on presumptions about matters of this kind and will have an immediate inquiry made into the situation of the Thirty-sixth Division, so as to be sure that everything possible is being done for its comfort. I shall be glad, also, to let you know as early as I can the probable date of the return of the division.

Cordially, yours,

NEWTON D. BAKER,
Secretary of War.

Hon. THOMAS L. BLANTON,
House of Representatives.

I have received a letter from a major in the United States Army in which he takes exception to the statement of Mr. Johnson, and from which I quote the following excerpts:

Up to December 5, when I left my battalion, I had only had one death among 480 men and 20 officers.

I, as an officer of this division, wish to forcibly protest and request that Mr. Johnson's statement be withdrawn.

The officers slept in beds in private houses and the men were billeted in houses, barns, old storerooms, wooden barracks, etc., and were not in camp in the mud as reported.

In regard to the body lice, when men fight in the rain and mud, take their rest in shell holes half filled with water, and otherwise live the life of beasts, which is a necessity in the style of fighting the Thirty-sixth went through, it is to be expected that they will accumulate a few body lice, known in the trenches as "cooties," but better known among the Americans as "crums." But the Medical Department must be credited with a continual war against these festive birds from the time the men are inducted in the service until their discharge. Where and when possible, a portable bath is set up and the men given a chance to scrub them off and put on clean clothing and given a fair chance to rid themselves. As soon as the division was moved to winter quarters permanent baths were established and the men were checked off as they bathed. In view of the fact that at no time could it be possible for every man in an organization to be put through at the same time, and the lice hiding out at bathing time, there is bound to be a few escape. This can not be avoided, and it delays the extermination necessarily for several weeks. I have no doubt but what the Thirty-sixth is entirely rid of them by now.

Notwithstanding the demand of this major in the Army that Mr. Johnson retract, I have a written statement from Mr. Johnson making no retraction. This major left France on December 5, while Mr. Johnson sailed from Brest on January 25.

The following is Mr. Johnson's statement, made since he was criticized by this major in the United States Army:

Inasmuch as it has been published that I had made complaint about the billeting of the Thirty-sixth (Texas-Oklahoma Volunteer) Division in France, I take the liberty to submit a statement that I believe the men of the Thirty-sixth, when they finally return home and are free to express themselves, will declare to be conservative.

I met Congressman BLANTON in his office in Washington a few days ago and related to him what I saw and experienced of the situation of the Thirty-sixth Division as it was when I left it, about one month since, and it is evident that immediate representations were made to the War Department by Mr. BLANTON looking to a betterment of the conditions existing, and now, in order that all who wish to do so may cooperate in such reasonable, patriotic way as they may choose, I submit my observations and offer my own personal suggestions in the premises.

The States of Texas and Oklahoma have two divisions accredited to them jointly overseas, viz, the Ninetieth, commonly known as the National Army Division, and the Thirty-sixth, commonly known as the Volunteer or National Guard Division. The latter, however, is largely mixed, having many selected (drafted) men in its ranks.

The Ninetieth Division was soon after the signing of the armistice designated as a part of the army of occupation and has been in the army of occupation at or near the extreme front for some time, and from reports received by me from men coming back from that area and from newspaper reports, it seems that the Ninetieth is well billeted, comfortable, and enjoying cleanly, sanitary, and good moral environment.

The Thirty-sixth Division, after the signing of the armistice, was marched back toward the interior of France to a point some 125 miles from Paris, the men believing that they were on their way to a port of embarkation and home. They were billeted in a rural district over an area of some 15 miles square, usually a small contingent in each small farm village. In France I saw no farmhouses as we understand the term. The farms range from less than an acre to several acres, and the people who do the farming live in the near-by villages. There being so very little suitable ground for camps of tents or barracks, the Army has adopted the only sensible plan for troops to occupy the country by billeting them in these villages, and, naturally, the soldiers' requirements are just that much in excess of the purposes for which the villages were established, creating the necessity for occupying as sleeping quarters for the soldiers almost every kind of building that will shield the soldier from the rain that scarcely ever ceases to fall; consequently the men of the Thirty-sixth Division are occupying all sorts of domiciles, some comparatively good, some better than none, and including barns and other outhouses, with, in many cases, huge piles of manure in very close proximity to these living and sleeping quarters of the men and to their source of drinking water; the latter, however, regulations forbid the men to drink until it has been placed in large water bags and chemically treated.

In some instances horses, cows, rabbits, and fowls occupy the same building as the men, with partitions separating, which do not in all cases prevent the odors from the animals reaching the quarters of the men.

While the military authorities have endeavored to clean up the men moved back from the trenches to the interior, it is quite evident that the men of the Thirty-sixth Division have not been rid of the body lice, a most disgusting, humiliating, and demoralizing pest to the men who are forced to endure such inhabitants of their bodies.

Fuel for the men to use in their billets has at times been hard to get, and I am reliably informed that some of the men bought wood at about the equivalent of \$18 per cord when they had not received wood or fuel from the Army supply.

Without any purpose to create the impression that the womanhood of France is totally depraved, I certainly feel justified in saying that immorality is so openly in evidence that I believe a truthful statement, which may be had from our soldiers when they return, will seem to the average American gross exaggeration.

As to intoxicating drinks, while I do not expect our soldiers to come any nearer "going to the devil" as the victims of booze than have the American people thus far, nevertheless France seems to be overflowing with that means of debauchery, and we certainly are not ready to treat our brave men in France as we would convicts and deprive them of liberty to the extent that would insure even a temperate use of intoxicants by those who have the inclination to imbibe freely.

The men of the Thirty-sixth Division have that same true American spirit that has sustained our country since its beginning. They gave themselves to battle for the ideals which prompted us to go to war, and they have endured uncomplainingly every hardship and unpleasant circumstance incident to their purpose to whip Germany and finish the job quickly. They appreciated every effort, and cooperated therein, of the people and the Government to get them overseas and into the fight; but, after all, they are not soldiers; they don't want to be soldiers, and they should not be looked upon any longer as mere soldiers. They are, and should be considered by us, an overseas portion of the best of our citizenry; men really more deeply interested in the affairs of our Nation than those on this side who have not gone through the crucible of the last year "over there." They are thinking, virile, earnest young men, who have offered their all and given much, and who now yearn to be granted their citizenship again at the hands of their Government that they may return to their homes and loved ones and resume their civilian life and participate with those at home in shaping the destiny of the United States, to them the greatest country on all the globe. They believe that they have earned that reasonable consideration from the folks at home that would demand and accomplish their severance from the Army with the very least possible delay consistent with the real needs of our Nation at this time. Knowing that the large majority of them are farmers and stock raisers, and that others of them need have no apprehension as to securing employment after being discharged, they are interested in becoming producers instead of very expensive consumers in a far-distant land, and they think along these lines largely because they realize that upon the soldiers now in service and others of their generation will fall much of the burden of meeting the expenses of this war.

Considering the matter from the standpoint of a citizen of the United States just returned from France and familiar with the Thirty-sixth Division as at present located, it would not be unreasonable, nor would it be unpatriotic, on the part of the people of Texas and Oklahoma to urge the return home and demobilization of one of the divisions—either the Thirty-sixth or Ninetieth—at the very earliest possible time commensurate with the actual military needs of the United States, and it certainly would be gratifying to be able to meet part of the farming difficulties of these two far Southern States, where plowing is now in progress for this year's crop, with the men from one of those divisions. As to which division the department might choose to send home, if either can now be spared, to one familiar with the location of each division it would seem reasonable to suppose that the Thirty-sixth would be chosen as the first to return to the States. It is several hundred miles nearer the port of embarkation; it would have to be moved several hundred miles from its present location over into Germany should it be substituted to occupy the sector now held by the Ninetieth; it would have to be "cleaned up" and reequipped; and then, finally, when the peace pact is signed, the Thirty-sixth, if substituted for the Ninetieth at the extreme front, would probably be brought back over the route it would take going up, entailing over 400 miles double travel on the Thirty-sixth, while the time required to make such a change or substitution would probably run into months and accomplished at what might be a useless expense, when it is considered that there can hardly be any preference on the part of the people at home as to which of said divisions is released from military duty first.

I further suggest that every honorable effort be made immediately to see that Congress enacts the necessary legislation for a new Army to take the place of the men now overseas, and such a bill having been reported and well on its way, Congressmen and Senators should be induced to hasten its passage to the very utmost and to eliminate useless debate and red-tape procedure; in other words, let's show fully as much real zeal in getting our citizens home as we did in getting them overseas, and we shall have the everlasting praise of those citizens.

Respectfully,

R. E. JOHNSON.

On February 14, not having received any satisfactory reply from the War Department, I sent to the Secretary of War the following telegram:

Hon. NEWTON D. BAKER.

Secretary of War, Washington, D. C.:

Since writing yours 11th will you kindly advise whether you have yet received the definite information concerning the Thirty-sixth Division requested in my letter 7th?

THOMAS L. BLANTON.

I have received from the Assistant Chief of Staff the following letter dated February 14, but which, as shown by the envelope, was not mailed by his department until February 17, four days later, wherein he attempts to answer in general terms the statement from Mr. Johnson, but he does not show that any information whatever has been received from France since my letter of February 7:

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF STAFF,
Washington, February 14, 1919.

The Hon. THOMAS L. BLANTON, M. C.,
House of Representatives, Washington, D. C.

MY DEAR SIR: The Secretary of War directs that I acknowledge receipt of your letter of February 7, relative to the Thirty-sixth Division, and to inform you as follows:

The Thirty-sixth Division is located in one of the areas assigned by the French authorities for the occupancy of our troops. Each division is assigned an area of sufficient billeting capacity to accommodate it. The troops are housed in buildings or billets according to the universal European custom, and not in tents. According to the French custom, all the buildings which are fit for sheltering troops in each area have been noted on them by the French authorities the number of officers, men, or animals that they are expected to accommodate. Officers very frequently are allotted beds, and in many cases the non-commissioned officers and privates. Frequently the accommodations in the areas are so limited that officers use their own camp cots, while at one town accommodations were sufficiently ample to assign rooms and beds in a hotel at a fashionable watering place to the privates.

It is true that the billeting accommodations in the area now occupied by the Thirty-sixth Division are not as extensive as those in some other areas, and it is true that an application to the French to add a fairly large town to this area was disapproved by them for reasons which appeared correct. There are many reasons connected with French internal administration which fix the limits of the billeting areas and their character depends entirely on the section of the country in which they are located. It has not been the practice for divisions to continually remain in one area, and no injustice or unnecessary hardship is inflicted on any division.

The mud can not be denied. It is everywhere. A mild winter, with incessant rain and dampness, has made the ground soft. The villages have no sidewalks and even on the hard, paved roads a slime of thin mud remains throughout the winter. Steps were taken at the headquarters of the corps to which the Thirty-sixth Division belongs to procure "duck boards" to lay on the ground in the muddiest places, by sending trucks to the depots of supply, and even far forward to the abandoned trenches, but no amount of "duck boards" can adequately combat the mud nuisance.

Such sickness as exists is chiefly attributable to the continued dampness and lack of sunshine. It is true that barns and out-houses are used, from necessity, as billets. The report that men are required to sleep in chicken houses conveys an exaggerated impression. Life in French villages is very primitive; steaming manure piles are in the streets and at the front doors of the houses, which are overrun with chickens, that have access to many buildings. Some buildings might appear to be chicken houses that actually are not.

In the matter of "cooties" every effort is made by encouraging bathing and the use of delousing machines to keep the men free from such vermin, which, of course, exist, though not to such an extent in the areas as at the front.

In regard to the men's getting home, it has been the fixed policy of the War Department to refrain from interfering with Gen. Pershing, who is given a free hand in designating the troops to return. This action is necessary because of the many problems still confronting him overseas, and were the War Department to embarrass him in the solution of these problems the result might be detrimental to the welfare of the country at large. Gen. Pershing has not yet designated the Thirty-sixth Division for return.

I trust that in my desire to furnish you a full and frank description of things as they exist I have not trespassed too much upon your time. It would be most desirable if the people of this country could realize the difficulties connected with bringing all the men home at once and, by counseling patience on the part of their loved ones, render the Nation a distinct service.

Sincerely, yours,

HENRY JERVEY,
Major General, United States Army,
Assistant Chief of Staff, Director of Operations.

I want to state that it does occur to me that when complaint is made by a Member of Congress to the War Department with respect to the conditions which surround a whole division of American soldiers in France, that complaint made on February 7, and this is February 19, that the War Department in that length of time could furnish some definite information concerning the condition of that camp. And I am making this criticism in the hope that the department will take some definite and immediate steps to see that these boys are given every care and every attention, and that the place will be surrounded by every comfort which the War Department is able to give to them.

I take it that these men hold us responsible in a way. We placed them there, and they are looking to us to see that they get proper treatment. No private over there is allowed to complain. We have learned by this time that if a private makes a complaint he is court-martialed. I am in favor of this Congress taking some steps to see that a private soldier in the Army can make a proper complaint to his Congressman, and that his Representative can go to the War Department and place the facts of that particular case before the War Department, and obtain justice for his constituent, without having that particular soldier drawn up and court-martialed and punished for it. If he can not look to his Representative, to whom can he look? His Representative is the only person on God's green earth to whom he can look for redress of any wrong, and I hope the War Department will take some action with respect to this Thirty-sixth Division. It is composed largely of Texas and Oklahoma volunteers, who have gone there willingly. As long as the war lasted they were willing to stand knee-deep in the mud and fight in cootie-infested trenches and bear all the hardships incident to cruel warfare; but now that the fighting is over, I do not think they should be billeted within 125 miles of Paris under the conditions acknowledged to exist in this camp.

EXTENSION OF REMARKS
OF
HON. JOHN N. GARNER,
OF TEXAS,

IN THE HOUSE OF REPRESENTATIVES,

Monday, January 17, 1921.

Mr. GARNER. Mr. Speaker, under the leave granted me to extend my remarks in the RECORD, I include the following statement:

THE FEDERAL LAND BANK OF HOUSTON,
Houston, Tex., January 5, 1921.

Condensed statement of condition of the Federal Land Bank of Houston at close of business Dec. 31, 1920.

Resources:	
Farm mortgages	\$39,283,261.50
Farm-loan bonds	175.00
United States bonds and securities	112,817.12
Interest accrued (not due)	598,210.64
Banking house	70,140.87
Furniture and fixtures	17,704.53
Accounts receivable	78,810.66
Cash on hand and in banks	628,471.23
Total	40,785,591.55
Liabilities:	
Capital stock	2,445,430.00
Farm-loan bonds outstanding	37,600,000.00
Interest reserved for farm-loan bonds	313,040.42
Advance amortization payments	26,975.82
Other liabilities	6,904.75
Dividends unpaid	10,437.07
Reserve	100,000.00
Undivided profits	282,803.49
Total	40,785,591.55
Statement of earnings:	
Earnings declared as dividends to borrower	189,930.89
Earnings carried to reserve account	100,000.00
Earnings on hand Dec. 31, 1920 (undivided)	282,803.49
Total	572,734.38

I hereby certify that the above statement is correct.
R. D. JOHNSON, Treasurer.

EXTENSION OF REMARKS
OF
HON. JOHN I. NOLAN,
OF CALIFORNIA,

IN THE HOUSE OF REPRESENTATIVES,

Thursday, January 20, 1921.

Mr. NOLAN. Mr. Speaker, under the leave granted me to extend my remarks in the RECORD I include an address delivered by Hon. JULIUS KAHN before the Traffic Club of Philadelphia at the Bellevue-Stratford Hotel January 18, 1921.

The address is as follows:

[Address of Hon. JULIUS KAHN delivered before the Traffic Club of Philadelphia at the Bellevue-Stratford Hotel, January 18, 1921.]

UNCLE SAM, ALTRUIST; SOME OF THE PRESENT-DAY PROBLEMS THAT CONFRONT HIM.

Between the termination of the Civil War and the year 1898 the people of the United States were not particularly interested in matters beyond the territorial limit of their own country. They were intent on the development of their own domain. Railroad construction, especially in the far West, was carried on with considerable vigor. The public land in the Western States was rapidly being taken up by prospective settlers and homesteaders. The people were occupied with their own affairs and did not have time nor inclination to study world affairs and world politics.

In 1898 came the Spanish-American War. While at the outset of that contest our Government simply had in mind the amelioration of the serious and appalling conditions in the island of Cuba, which lies at the very door of our Republic, and was intent on performing a purely unselfish, altruistic act in the cause of humanity, the ultimate outcome of the contest gave us the Philippine Islands, the island of Guam, the island of Porto Rico, the Isle of Pines, and, most important of all, the Hawaiian Islands.

These insular possessions brought us more prominently into the family of nations. By reason of our acquisitions we had to engage more or less in world affairs.

But the World War, which we entered on April 6, 1917, has changed entirely our relationship with the rest of the world. Our practically complete isolation of the period from 1865 to 1898 is gone forever. Whether we like it or not, we are now thrown into the very vortex of world politics.

There is no use denying the fact that at this very hour we have many serious problems that confront the people of the United States. The probability is that as the years roll on these problems will increase in number and will add materially to our perplexities. Frequently, too, these problems will lead to intensity of feeling against nations that may attempt to thwart our interests, no matter how altruistic our own citizens may regard them. It will require the vision, the wisdom, and the courage of our ablest statesmen and thinkers to solve these problems correctly.

Therefore the first thing to do, in my opinion, is to change and improve our Diplomatic and Consular Services. All too frequently in the past appointments to diplomatic posts have been made to reward the large contributors to the campaign fund of the successful candidate for the Presidency. Both political parties have been more or less culpable in this respect. American diplomacy for many years was sneeringly referred to in the capitals of the world as "shirt-sleeve diplomacy." At times different men in the service acquitted themselves with marked ability and reflected great credit on our Government. I would not in any manner disparage the achievements of such ministers or ambassadors.

But, to my mind, the time has come when the Diplomatic Service, as well as the Consular Service, should offer a career for those Americans who desire to enter those services.

We recognize the splendid ability of the representatives of Great Britain. That country has continued her present system of appointments and promotions for over 200 years. Whether the Government was Whig or Tory, whether it was Liberal or Conservative, the diplomatic officers were not removed or changed by reason of the change in administration. The British representative made his suggestions to his own Government—no matter which party was in control—and carried out the instructions of the cabinet that happened to be in power.

France about 50 years ago adopted in her diplomatic service the policy that had been followed so long and successfully by Great Britain.

Surely we can afford to take a page from the history of those two countries at this time in regard to our own diplomatic corps.

One need only to read the various books that have been written on the subject of the peace conference at Paris, after the armistice of November 11, 1918, had been agreed to, in order to realize the need of some action in this direction. Trained and experienced representatives achieved for their countries wonderful results in the arena of diplomacy. Whatever we may think of the treaty, we can not deny that of the five great powers represented, the material advantages reaped by the Governments other than our own have placed those Governments in a position which seriously jeopardizes the world interests of the United States.

As a matter of fact, Uncle Sam is generally considered an altruist; his children delight in doing good to the other nations of the world whenever possible. Whereas nobody has ever accused the other nations of being affected in the slightest degree with altruism. They are materialistic—intensely materialistic—always materialistic.

I believe one of the best things we could do at this time would be to purchase suitable embassy or legation buildings in practically all of the capitals of the world. The American diplomat is compelled to find a home for his embassy or legation immediately after he reaches the post to which he has been appointed. Frequently this act alone requires months of time. The ambassador or minister ought to be able to walk into the building which his Government should furnish free of cost, so that he can take up without delay the questions that affect the welfare of his country and its citizens without loss of the time he is compelled, under existing circumstances, to expend in viewing and selecting suitable buildings, with the object of ultimately entering into a lease with the owner of one of these, from which the American flag will fly during the period that the diplomat is permitted by the administration in power to remain in the particular capital to which he is assigned. All too frequently in recent years the buildings rented by some of our diplomats were so excessively costly in rent that a man with a modest income felt he could not well afford to follow his immediate predecessor. The entire system is vicious and ought to be discontinued at the earliest possible moment.

The adoption of a policy along the lines I have stated, in my humble opinion, will materially advance the interests of the United States in the various capitals abroad.

With the present rate of exchange this country could undoubtedly secure better accommodations for its diplomatic representatives than ever before, and probably at a much lower price than these buildings and grounds could be purchased 10 years hence. And so I hope that my countrymen will take advantage of the present situation the world over and acquire suitable homes for their representatives in the various capitals of the world. The same rule should be adopted for the consular officers, especially in the most important seaports of the great nations. It would be an investment that would pay for itself many times over. No time ought to be lost in carrying such a policy into effect.

Of course, the question of an increase of salary has frequently been the subject of discussion in this country. Probably the diplomats themselves would prefer to have an adequate allowance for entertainment purposes. In that way the guests would be those of the Government of the United States—not of its ambassador or minister. I believe that this is as it should be. From the earliest days of our history, such Americans as Thomas Jefferson, John Adams, John Jay, James Monroe, John Quincy Adams, and others complained of the financial strain they were under in order to entertain at their respective posts in a manner befitting their station. I believe that allowing a proper fund for entertainment purposes is the method employed by most of the foreign Governments. It is another lesson we can learn from our friends in Europe and Asia. Under such conditions men of moderate means but of unquestioned ability could accept diplomatic positions. To-day, under existing conditions, they are practically barred altogether from that service.

But one of the greatest problems confronting us, and which I find is all too little understood by the American people, is the problem of the disposition of the German submarine cables which were seized or captured by the allied nations during the World War.

Up to the time of the outbreak of that war the Imperial Government of Germany had two principal cables running from Emden, Germany, to the United States by way of the Azore Islands. I believe that both these cables entered United States territory near Rockaway, N. Y.

England cut one of these cables about 600 miles from the New York shore, and connected with it a cable that was run to Halifax, Nova Scotia. The other end was cut in the English Channel and that end was brought to Penzance, which point was immortalized by the great English satirist, William S. Gilbert, in his comic opera entitled "The Pirates of Penzance." Penzance is an island near Land's End, England. So that that cable became a purely British property.

The other German cable was cut outside of the 3-mile limit of the United States. The end thus cut was connected with the French telegraph station near New York City, which France had acquired from this Government many years before, and which was the terminal in this country of the French cable. The other end also was cut near the British Channel and was brought on shore at Brest, France.

Germany also had laid cables in the Pacific Ocean and some of its seas and bays. One line ran from Shanghai to the island of Yap and thence to Guam, where it connected with the Pacific Commercial Cable, which is owned by an American corporation. From Yap a section was extended to the island of Celebes, where it connected with a Dutch cable company.

These German cables in the Pacific were given, under the Versailles treaty, directly to the Japanese Government. There were no conditions affixed to that grant of the captured German cables. From Yap the Japanese Government has diverted the Shanghai end to a point in Japan. I understand that the line running from Yap to Guam has been discontinued entirely.

So far as the other cables were concerned, the peace treaty provided, in effect, that their ownership would be determined by a conference of the five great powers that were allied during the war or that cooperated with the allied nations.

There is no gainsaying the fact, and it is a very important fact, that cables are vitally necessary to the awakened national self-consciousness of the American people.

If the United States is to be a factor in the development of world trade and world commerce, it is imperative that we partially own or have an equal right to the unhampered use of the world's cable facilities. Our present situation in world affairs makes this positively essential. I can not repeat too emphatically the importance of this particular problem.

President Wilson invited the Governments of England, France, Italy, and Japan to send delegates to Washington to meet those of the United States to discuss the matter of the distribution of the captured German cables. This conference is known as

the International Conference on Electrical Communications. It met at Washington. The hearings continued for several months, but adjourned temporarily without having reached a conclusion.

Uncle Sam, altruist, was represented at the conference by the Acting Secretary of State, Norman H. Davis; the Postmaster General, A. S. Burleson; Admiral W. S. Benson; and Mr. Walter S. Rogers. They presented the case of America with signal ability and maintained our rights against the opposition of the delegates from England, France, and Japan. At times the Italian delegates sided with the Americans. Our Government did not claim partial or any ownership in the cables. It is still playing the part of altruist. It simply contended for the return of the German cables to Germany on the ground that before the World War the business men of the United States were able to communicate directly with German customers and business interests, and through Germany the customers and business interests that dealt with American merchants in the Scandinavian countries and Holland. It was contended by us that the taking over of the German cables in the Atlantic by England and France simply extended the cable facilities of those countries, but left the United States in a poorer condition, so far as cable services were concerned, than she had been in before the World War started. We could communicate directly with Germany before the 1st of August, 1914. Through Germany we could communicate with Scandinavia and Holland. Since the seizure or capture of the German cables during the World War and their absorption by England and France we are in a worse condition, so far as cable service is concerned, than we were prior to the breaking of diplomatic relationship between the great powers of Europe. Both England and France are opposing with all their might the position of the representatives of the United States. Japan is standing with the representatives of these two countries. No altruism seems to afflict the consciences of the representatives of those nations at the conference. An impasse, seemingly, has been reached. True, the conference is to be resumed sometime in February or March, but the outlook is not at all encouraging.

We Americans believed that after the terrific sacrifice of men and treasure that we made in the World War, and in face of the fact that we asked for neither indemnity nor territory at the peace table—in other words, we asked for nothing and received nothing—the great powers of England, France, Italy, and Japan would, at least in this instance, cheerfully assume an altruistic attitude, so far as the use of the German cables is concerned.

The ultimate result ought to be carefully watched by every patriotic American. All the more so because it has been contended that the American cable messages passing through England and other countries are at times delayed for some hours and possibly censored. These latter facts were brought out in hearings before the Senate subcommittee that is considering cable legislation at this session of Congress.

And that brings to mind another very interesting phase of the cable situation. There is an English company known as the Western Telegraph Co., that operates a cable from the island of Barbados to Brazil. In that Republic this English company has a grant which gives it a virtual monopoly. From Barbados another cable runs to the island of Cuba.

Recently the Western Union Telegraph Co., an American corporation, attempted to lay a cable line to Miami and Miami Beach, Fla., to connect with the British cable at Barbados. The President and the Secretary of the Navy have prevented the landing of the line to either or both points in Florida.

There is also a company known as the All American Cables Co., which operates through the Republics of Central America to the Republics on the west coast of South America and across Argentina to points in Brazil at Rio de Janeiro and Sao Paulo or Santos. I understand this is an American corporation.

As the English corporation enjoys a monopoly of Brazilian ports, the only way the American company can reach these ports in Brazil is through the laying of a separate cable to each of them. That the company has done. If the All American Cables Co. desires to reach additional ports it will have to lay a separate cable to each port it desires to enter. This, of course, would be an exceedingly expensive and possibly unremunerative investment.

The matter is now being fully investigated by the Senate subcommittee to which I have referred.

A great deal of feeling has been engendered regarding this situation.

It was during one of the hearings before the subcommittee that President Carlton, of the Western Union Telegraph Co., indicated that various European countries took complete control over American cable messages passing through their territory and at times held them for hours before they were allowed to reach their destination. That, of course, is a serious condi-

tion of affairs. We recall that during the World War it was stated on the floor of the British Parliament that the American letters that were censored by Great Britain gave information to the British Board of Trade that enabled the merchants of that country to utilize the information contained in those letters for the advantage of England's own merchants. I need hardly tell you that the British telegraph systems are completely owned and controlled by the British Government. They are not privately owned wires like those operated in the United States. The British cables are owned by private corporations, but their Government stands behind those corporations absolutely.

The sending of cable messages to a Government station and the holding of those messages for three or four or five hours, even if they be not copied by Government officials, causes at least a serious delay in the transmission of the message to the person or organization for which it is intended. This, therefore, creates an intolerable condition for American merchants or business interests.

I feel that an act of Congress might well be introduced and adopted at the earliest practicable date to the effect that when any country, in times of peace, retards or censors or makes use of the cable messages emanating in the United States and passing through such foreign country for delivery in that or any other foreign country, the cable messages which have their origin in the foreign country so offending shall likewise be held, censored, or made use of for business purposes by the officials of the Government of the United States. It seems to me this would be simply a case of justifiable reciprocity. In my opinion, it would help materially to solve one of the unfortunate conditions that now confronts the American merchant or business man doing business in nations on the other side of the Atlantic or the Pacific Ocean.

Another one of our great problems that is beset with many difficulties is that of the rehabilitation of our merchant marine. It is unnecessary to point out at this time the deplorable condition of our country with reference to United States shipping in foreign trade. In 1910 only 9 per cent of American foreign commerce was carried in American bottoms; 91 per cent was carried in foreign ships. There were many important seaports in various parts of the world that would not see the American flag flying from the masthead of a single vessel from year's end to year's end. In 1910 our total merchant marine aggregated a little over 11,250,000 dead-weight tons. Of this total approximately 1,175,000 dead-weight tons were engaged in foreign trade. In the fiscal year ending 1920 our total merchant marine had risen to a little over 25,000,000 dead-weight tons, of which more than three-fifths, or approximately 15,700,000 dead-weight tons, were engaged in foreign trade.

This great increase of tonnage has developed a hope that America will once again become a great maritime Nation. It is one of our great problems to keep our ships afloat in the years to come.

We talk a great deal about the expansion of American commerce. But to really accomplish such a result Uncle Sam will have to be something more than an altruist. The members of our Shipping Board, as well as our private shipowners, realize the difficulties that confront us. No nation in the world is going to allow Uncle Sam to wrest from its shipowners any part of their carrying trade if they can help it. We can not blame them for endeavoring to hold what they have, and, incidentally, to acquire still more in the way of remunerative cargoes, if that be possible.

We are already beginning to see some of the effects of the insidious propaganda against our ships to which resort is being made in South America. One of the American companies that has been operating to ports in the southern continent is known as the Munson Line. The vessels that this company operates were formerly German owned. During the war they had been interned in the United States and were taken over by our Government after we entered the conflict. I am reliably informed that the statement is constantly made in South American ports which are touched by these vessels that the Germans will never rest content to allow them to continue to sail under the American flag; that in some way or somehow citizens of Germany will succeed in dynamiting these vessels. The purpose of this propaganda, of course, is to frighten and terrorize prospective passengers and the owners of prospective cargoes so that neither passenger nor freight service will be able to support this particular steamship line. I presume if any other American steamship line or steamship company undertakes to run its vessels into those waters some other subterfuge will be employed to try to prevent the successful running of those American ships. I simply refer to this matter in order to apprise you of some of the difficulties Uncle Sam, altruist, is encountering in his efforts to expand American commerce in foreign lands.

The American merchant will have to be brave, courageous, and patriotic in regard to this important problem. There is no doubt that the shipowners of vessels flying a foreign flag will cut cargo rates and passenger rates far below the amount which will yield the American shipowner remuneration on his investment. But the American merchant in these trying times must be patriotically willing to stand by the American ship. Even if the rate he has to pay on such a ship be considerably above the rate he has to pay on a foreign ship, he should never fail to give the American vessel the preference. By so doing he will keep the American flag at the masthead of the hundreds of new vessels now operating under our flag.

If, however, the American emblem is again driven from the seas; if it should disappear as it did prior to 1910, when only 9 per cent of American foreign commerce was carried in American bottoms, there is no doubt in the world that the rates charged by foreign shipowners will leap to enormous advances when the American flag disappears. But it must not be allowed to disappear. We have too much at stake to allow such a consummation to occur. Not only will the great maritime powers attempt to curb our activities in building up our foreign trade, but the minor maritime nations, such as the Scandinavian countries, as well as Holland, Portugal, Spain, and other countries, will endeavor to thwart us wherever they can.

Remember that a large merchant marine is essential for the use of our Navy. We learned that lesson in the World War. If in the future this country shall again become involved in war, it will be absolutely necessary to have a large fleet of merchant vessels that will be able to carry our stores and our troops to any section of the globe in which they might be needed.

To make possible the maintenance of our merchant marine the problem of American marine insurance should also be thoroughly considered. The World War developed the fact that we, as a Nation, were woefully lacking in this branch of industry. Efforts are being made to pass legislation for the organization of American marine insurance syndicates. Marine insurance is absolutely necessary to the development of American commercial independence. In a speech delivered by Admiral Benson before the members of the Municipal Club of Brooklyn on Tuesday evening, December 21, 1920, in speaking of this phase of the American merchant marine problem, said:

Enough instances in recent years come to mind of the use of marine insurance as a commercial weapon against us to warn us and to make plain how essential it is for us to have marine insurance independence as well as ship independence.

These problems are engaging and should engage the attention of thoughtful, patriotic Americans. Their proper solution will play an important part in the industrial development of our country.

In connection with this very problem of our merchant marine comes the significant attempt on the part of Great Britain to acquire and control the oil fields of Mesopotamia. When the United States Shipping Board was first organized Mr. William Denman, of California, a constituent of mine, became its first chairman. He had been the attorney of quite a goodly number of individuals and organizations engaged in the shipping industry. He is very familiar with admiralty law. He had watched the development of the so-called Diesel engine. These differed materially from the coal-burning steam engines that are generally used in ocean-going ships. The Diesel engine is an oil engine. It had been demonstrated that they can be operated for about one-third of the cost for fuel than can the vessels of the steam-engine type. Mr. Denman called to the attention of the officers of the Shipping Board the necessity for constructing a goodly percentage of the new American ships with Diesel engines. It is a notable fact that Great Britain, which has by far the largest fleets of merchant marine of any country in the world, constantly discouraged the Americans from constructing such ships on the plea that the Diesel engine was only in an experimental stage. As a matter of fact, she was building vessels of that type right along. I do not attempt to cast any reflections but simply to point out the difficulties that confront us as a Nation in the solution of these very important problems which we are now facing.

Another of these problems is the matter of the restoration of the coastwise privileges to American ships operating from the Atlantic to the Pacific or from the Pacific to the Atlantic seaboard through the Panama Canal.

President Wilson after having commended the legislation that accomplished that purpose during the political campaign of 1912, when he was a candidate for the Presidency, in April, 1914, came before Congress and asked for its repeal on the score that "I shall not know how to deal with other matters of even greater delicacy and nearer consequence if you do not grant it to me in ungrudging measure." Those who had favored

the enactment of the original legislation relied upon Article II and paragraph 1 of Article III of the so-called Hay-Pauncefote treaty, which was proclaimed on February 22, 1902, to sustain their position. Briefly, Article II of the said treaty enables the United States Government to construct the canal and to have and enjoy all the rights incident to such construction as well as the exclusive right of providing for the regulation and management of the canal. Paragraph 1 of Article III reads as follows:

The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules on terms of entire equality, so that there shall be no discrimination against any such nation, or its citizens or subjects, in respect of the conditions or charges of traffic, or otherwise. Such conditions and charges of traffic shall be just and equitable.

It was contended at the time the original law which established the suspension of tolls for American vessels in the coastwise trade of the United States, that while the United States was to maintain the canal "free and open to the vessels of commerce and of war of all nations observing these rules," there was an implication that the United States would shut out the vessels of those nations that refused to observe the rules. But it was never contended or even intimated that there was any nation that was authorized to shut the gates of the canal to the United States Government itself if that Government failed to observe the rules. It was claimed therefore that the Government of the United States, by reason of the extraordinary expense that her citizens had met in the construction of the canal, was in a somewhat different position from any other country in the world.

While the Congress, at the suggestion of the President of the United States, repealed the former law, both the House and Senate agreed to a proviso—

That the passage of this act shall not be construed or held as a waiver or relinquishment of any right the United States may have under the treaty with Great Britain, ratified the 21st of February, 1902, or the treaty with the Republic of Panama, ratified February 26, 1904, or otherwise, to discriminate in favor of its vessels by exempting the vessels of the United States or its citizens from the payment of tolls for passage through said canal, or as in any way waiving, impairing, or affecting any right of the United States under said treaties, or otherwise with respect to the sovereignty over the ownership, control, and management of said canal and the regulation of the conditions or charges of traffic through the same.

So that this is an additional problem that the new administration will have to solve within the next three or four years.

You can readily see that President Harding will have no sinecure during his term of office. All these problems are exceedingly important to the future welfare of our country. As I said at the beginning, it will require wisdom, vision, and courage on the part of our statesmen if we hope to solve them in the interest of the American people. Do not let us delude ourselves. We will meet much opposition. We will encounter many obstacles in standing for American rights involved in these problems. We for our part expect to treat all nations fairly. We do not intend to seek any territorial gain at the expense of any other country in the world. We do not intend nor expect to trespass on the rights of the citizens of other countries. But we undoubtedly will maintain the patriotic American doctrine that the nations of the world shall not take unwarranted advantage, directly or indirectly, of our Government or the citizens who dwell within the domains of Uncle Sam, altruist.

EXTENSION OF REMARKS

OF

HON. CARL HAYDEN,
OF ARIZONA,

IN THE HOUSE OF REPRESENTATIVES,

Thursday, January 20, 1921.

On the bill (H. R. 15682) making appropriations for the current and contingent expenses of the Bureau of Indian Affairs, for fulfilling treaty stipulations with various Indian tribes, and for other purposes, for the fiscal year ending June 30, 1922.

Mr. HAYDEN. Mr. Speaker, the Indian appropriation act approved February 14, 1920, contained the following provision:

That the Secretary of the Interior is hereby authorized and directed to make an investigation of the conditions on the Papago Indian Reservation in Arizona, with respect to the necessity of constructing a road between Ajo and Tucson, across said reservation, and to submit his report thereon to Congress on the first Monday in December, 1920, which report shall include a recommendation by the said Secretary as to what proportionate part of the construction of said road should be paid by the United States on behalf of the Papago Indians.

Pursuant to the authority thus granted, the Secretary of the Interior submitted the following report to the Speaker of the

House of Representatives when Congress convened on the first Monday of last December:

DEPARTMENT OF THE INTERIOR,
Washington.

SIR: I have the honor to transmit herewith for the information of Congress, in conformity with the act of February 14, 1920 (41 Stat. L., 417), a copy of report relative to the necessity of constructing a road between Ajo and Tucson, across the Papago Indian Reservation, in Arizona.

The distance from Tucson to Ajo is 125.4 miles, and the length of that portion of the road on the reservation 61.8 miles. The estimated cost of the road is \$7,000 per mile, or \$432,600 for that part on the reservation. However, the road will be built without expense to this service; therefore, it will not be necessary to make an appropriation for this purpose.

The necessary right of way for that part of the road on the reservation was granted on October 8, 1920.

As it is the intention to construct this road by way of Covered Wells, about 10 miles north of the Sells Indian Agency, it is deemed essential to the proper conduct of the business of this agency that a satisfactory branch road be constructed between Sells and the main road, at an estimated cost of \$15,000, for which I therefore recommend that funds be appropriated.

Respectfully,

JOHN BARTON PAYNE, *Secretary.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

(Inclosure 12129.)

DENVER, COLO., May 4, 1920.

The COMMISSIONER OF INDIAN AFFAIRS,
Washington, D. C.

SIR: I have investigated conditions on the Papago Indian Reservation with respect to the necessity of constructing a road between Ajo and Tucson, across said reservation, in compliance with office letter 14403-20, dated February 26, 1920, and letter 21764-20, dated March 30, 1920, and respectfully submit my report.

Tucson is the county seat of Pima County, Ariz., having a population of approximately 20,000. Ajo is located approximately 125 miles a little north of west from Tucson, having a population at this time of 2,500 people. It is the most important industrial community in Pima County (being the home of the New Cornelia Copper Co.), paying 42 per cent of the county taxes.

The Papago Indian Reservation lies between the two points named and extends from the international boundary line on the Mexican border to the northern boundary of Pima County, except an open strip at the northern boundary of the county, which is the only way of crossing the county without crossing the Indian reservation. This northern route is impracticable on account of the rough country encountered, in addition to the great distance it would be necessary to travel.

There are numerous traveled roads between Ajo and Tucson at this time, none of which are regularly surveyed or maintained. The principal road traveled is what is called the "Covered Wells Road." While the eastern end of the Covered Wells Road is used by all travelers between the two points, they branch off to other routes at different points. This road is used in traveling from Tucson to Sells Agency for a distance of approximately 50 miles; the Sells Road then turns southwest toward the agency, 15 miles distant. In driving to Ajo from Sells the road keeps far south of the Covered Wells Road until it reaches a point near the west line of the reservation. The county map shows a network of roads over the reservation, which are used by Indians and whites. When the condition of one road is found bad, another road is used, and this is repeated indefinitely.

The condition of the roads on the reservation at the time of my visit was as good as at any season of the year. Superintendent McCormick informed me that a little later and before the general rains, the roads become extremely dusty as the soil becomes ground into a fine powder and deep ruts develop which become filled with this fine dirt which can not be seen until the wheels strike the rut and driving is a difficult task. The rains are due in July and August, when very heavy rains are common, and the roads on the reservation become impassable. Superintendent McCormick states great difficulty is experienced in freighting, and ordinary driving is done with much effort. He states that on a single trip from Sells to Tucson he has seen a number of automobiles stuck in the mud, and he himself has been compelled to abandon his machine in the road. This occurs at the time of heavy rains when the crust becomes soft and there appears to be no bottom below. Portions of the road dry rapidly after an ordinary rain, but long stretches are impassable after continued heavy rains. This condition makes it almost impossible to drive from Ajo to Tucson during the rainy season.

The Indians reach the main traveled road over any short cut they find accessible, which accounts for the numerous roads running in all directions. They do their trading at Tucson and Ajo, where they find ready market for anything they have to sell. Fully 90 per cent of those met on the road during my trip were Indians, and they were generally hauling wood to market for which there is good demand and good prices are being paid. Cattle were being driven to market by the Indians, who have approximately 30,000 head on the reservation. An excellent crop of wheat is maturing at this time, of which there is approximately 8,000 acres. The dealers are anxious for the Indian trade and are ready to pay good prices for any or all of their crop.

A great many Indians find employment at both Tucson and Ajo. This is especially true at Ajo, where the copper company employs all available Indian help. I was informed by the officers of the copper company that the average number of Indians employed by the company was from 100 to 125. The wages paid the Indians being from \$3.20 to \$4.65 per day. Some important and responsible positions there are held by Papago Indians.

The writer has consulted many business men of Tucson and Ajo, Ariz., also the superintendent and others on the reservation. There is only one opinion regarding the necessity of a good highway being constructed across the reservation between the points named, as everyone I consulted was of the opinion that this is one of the most important roads that must be provided in Pima County. The county let a contract for the construction of approximately 32 miles of this highway, from Tucson to the east line of the Papago Reservation; 27 miles of this road was completed three years ago, the remaining 5 miles being graded but not completed or surfaced, as the contractor became bankrupt and was unable to complete the work. This 27 miles of finished road is equal to the best unpaved highway to be found anywhere. It has a 6-inch surface of hard material, and splendid provision is

made for disposing of water, and the upkeep is very low. The soil does not cut, as is common on the Navajo Reservation, as deep arroyos are seldom found. The washes are usually flat, and provision is made for carrying off the water by means of "dips" (see drawing A), so constructed that a car being driven at 30 miles per hour will pass over these dips without change of speed. In the 27 miles of road only one steel bridge was found necessary, all other waterway being provided for by the means mentioned above, or concrete culverts. Similar conditions are found on the preliminary line surveyed across the reservation, and the provision for taking care of flood waters will be quite similar.

The necessity of a well-constructed highway between Tucson and Ajo has received the serious consideration of Pima County for some time past. The importance of reaching the county seat by residents of the western side of the county is self-evident. It is expected that this road will be continued to the western side of the county and that Yuma County will continue the road across their county to the California border, where in time it is expected to form a link in the transcontinental highway. In September, 1919, Pima County held a bond election, where it was proposed to issue \$1,500,000 in bonds for the purpose of building and improving highways. This election carried by a 10-to-1 vote, as reported. A county highway commission was created, which was given the responsibility of carrying out the work. A preliminary survey has been made from the end of the completed road mentioned above across the Papago Reservation to Ajo. The total distance through the reservation being 61.8 miles. The total distance from Tucson to Ajo by this route being 125.4 miles. The survey follows the general direction of the present covered-wells road, as this is the shortest and the best road-building material is found on this route. The writer drove from Tucson to Ajo via Sells and returned via Covered Wells, crossing the new survey at numerous points. The survey avoids the low, flat portions of the present road when possible.

Going westerly to Ajo from Tucson the proposed highway enters the reservation at approximately the northwest corner of section 11, township 16 south, range 9 east, and leaves the reservation at approximately the southwest corner of section 17, township 14 south, range 2 west. The survey runs as direct as is found practicable between the points of entering and leaving the reservation, avoiding the mountains and passing through a gap between Standard Comobaby and North Comobaby Mountains. Sells Agency is 10 miles on an air line southwest from the point where the survey leaves the old road to pass through this gap, and the mountain stands between the agency and the new road at this point. The new road can be reached at or near the 10-mile point by building a new road to this point. Supt. McCormick and the writer drove over this part of the reservation in an effort to find a good route for this connection, and are of the opinion that favorable conditions exist for an excellent road on a ridge where splendid road material is found. Some heavy sand washes must be crossed and a survey will be necessary to determine the length of the line and the expense of constructing this connecting branch which would furnish a splendid road that can be traveled at all seasons of the year.

The highway commission of Pima County proposes to build a high-grade surfaced roadway, surfaced 6 inches thick with hard road material as shown on cross-sectional drawing marked "B" and explained in letter of Mr. L. E. Barker, highway engineer, marked "C."

Pima County has asked for a right of way 100 feet in width across the reservation. The drawing shows the necessity of having this width for the purpose of securing the necessary material for grading and providing for carrying drainage water.

The letter of Mr. R. E. Fishburn, chairman of the commission, marked "D," sets forth clearly that Pima County asks no assistance in constructing or maintaining this highway, as the total expense is to be met by Pima County and the funds are available for that purpose.

The commission has a force of engineers at work correcting the survey and locating structures, with the hope and expectation that authority will be granted to proceed with the work on the reservation at the earliest possible moment. Contracts have been let and construction work is now being done between the west line of the reservation and Ajo, and nothing further can be done on that reservation until the commission is authorized to proceed with the work.

It is the opinion of the writer that the proposed highway is a necessity and will prove an important relief to the people of Pima County in connecting the eastern and western portions of the county, and, further, that it will prove of very great benefit to the Papago Indians. First, all Indians desiring employment will find work at good wages near their homes; second, an excellent trunk highway will be available for their use which will enable them to reach the market at all times and enable them to haul heavier loads in less time and at all times; third, this highway is to be built and maintained without expense to the Indians.

The highway commission is particularly anxious to secure this right of way as early as possible. Their overhead expense is very high and prices are constantly advancing. They propose to let a contract for the eastern portion of the work first. This will continue the splendid finished portion of the road, which is the part used between Sells Agency and Tucson. The travel between the agency and Tucson is probably twenty times as great as that between the agency and Ajo. The connecting branch will be found excellent for the Tucson travel, and, while somewhat longer, will be a good connection for the trip in the opposite direction.

The engineers' estimated cost of this highway is \$7,000 per mile, or approximately \$420,000 for that portion of the road on the reservation. This estimate is based on the preliminary survey and may vary somewhat. Considering the cost of the last section contracted for west of the reservation line (\$8,600 per mile) and the increased distance from the railroad, it is probable that the cost will be somewhat increased on the reservation.

While there is only one sentiment regarding the desire for and necessity of this highway between Tucson and Ajo, those doing business at the agency and its vicinity would prefer the road running past the agency were it practicable to do so. Supt. McCormick expressed his satisfaction with the proposed route; however, being assured that better conditions exist for building and maintaining a highway on the surveyed line, in addition to its being a much more direct route and that a very satisfactory connection can be established between Sells Agency and the newly constructed highway, I respectfully recommend that a right of way 100 feet wide across the Papago Reservation, according to the survey submitted, be granted Pima County, Ariz., for the purpose of constructing and maintaining a highway, as per the survey submitted, and that prompt action be taken in order to make it possible for the highway commission to get the work under way at the earliest possible moment.

Respectfully submitted.

JOHN CHARLES, Special Supervisor.

PIMA COUNTY HIGHWAY COMMISSION,
OFFICES CITY HALL,
Tucson, Ariz., April 29, 1920.

Mr. JOHN CHARLES,
Indian Service Agent, Tucson, Ariz.

DEAR MR. CHARLES: This commission is desirous of constructing a highway from Tucson to Ajo; the route of our survey passes for a part of the way across the Papago Indian Reservation. We have made application to the Indian Department for a right of way 100 feet wide on which to build and maintain this highway; we are asking no financial assistance from the Indian Department, nor are we asking this department to in any way assist in maintaining road after same is built.

A decision on this matter promptly will assist this commission greatly; costs of construction are going up daily, and the rainy season approaching makes it desirable to start work as quickly as possible.

We are prepared to let contracts immediately we have the right of way, and the first contract would be let on the eastern end of the road, which means the continuation of present good road, toward Indian Oasis.

You have in your trip of inspection thoroughly gone over all matters connected with this road, so that I feel it unnecessary to go in detail into the merits of the matter, my main object in writing this letter being to plainly lay before you the fact that we are only asking permission to build across reservation, that we are asking for no financial assistance, that we are ready to start construction at once, and that action on the part of the Indian Department, as promptly as possible, will be of great assistance to this commission.

Very truly, yours,

R. E. FISHBURN, Chairman.

PIMA COUNTY HIGHWAY COMMISSION,
OFFICES CITY HALL,
Tucson, Ariz., April 28, 1920.

Mr. JOHN CHARLES,
Indian Service Agent, Tucson, Ariz.

DEAR SIR: Complying with your request, we are embodying below a statement of the main features of the proposed Tucson-Ajo highway, a portion of which passes through the Papago Indian Reservation, the application for permission to construct said portion through reservation having been formally submitted to your department.

The proposed type of road will be well drained, graded, and gravel surfaced. Drainage structures will consist of standard reinforced concrete slab or girder bridges, corrugated iron-pipe culverts and dips. You will find attached a sketch showing type of dip construction. The bridges and culverts are common standard.

The road will be graded up sufficiently high to keep water from flowing over and proper ditching done to conduct water to the bridges and culverts.

The gravel surface will consist of material gravel or other good road material found along the road. On a portion of the route through the reservation the local material to be found in borrow pits is of the required quality for surfacing, while on other portions surfacing material will have to be hauled from pits.

You will find attached a typical cross section of the road, showing manner in which the 100-foot strip of right of way is utilized.

Any further information or details we will be glad to furnish on request.

Yours, very truly,

L. E. BARKER,
Highway Engineer, Pima County Highway Commission.

Legion Charges Neglect and Injustice.

EXTENSION OF REMARKS

OF

HON. HAROLD KNUTSON,

OF MINNESOTA,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, January 19, 1921.

Mr. KNUTSON. Mr. Speaker, under leave granted me by the House I desire to extend into the Record a clipping sent to me by a former service man living in Minnesota, on the theory that wholesome publicity will correct at least some of the evils of our present system in dealing with rehabilitation of disabled former service men.

The matter referred to is as follows:

WASHINGTON, January 10.

The present system of rehabilitating disabled veterans of the war is denounced by the American Legion as a "failure" which should be remedied by consolidating under a single head the three Government agencies now engaged in that work. This charge and the remedial suggestion were to be presented by the legion to-day to President Wilson, President-elect Harding, and to every Member of Congress in a memorial directing attention to the "suffering, shameful neglect, and injustice" which the legion asserts marks the administration of the affairs of the war veterans.

Col. F. W. Galbraith, jr., national commander of the legion, personally was to deliver a copy of the memorial to Senator Harding at Marion, where Col. Galbraith has an appointment to discuss with the President elect the legion's program for the disabled men.

REORGANIZATION OF CONTROL ASKED.

The legion asserts in the memorial that the function of the three agencies which now deal with the soldiers who require their country's care—the Bureau of War Risk Insurance, the Federal Board for Vocational Education, and the United States Public Health Service—"must be coordinated, their machinery decentralized, and all three placed under the common control."

To do this the legion asks an appropriation sufficient to buy, build, equip, and enlarge hospitals sufficient to provide facilities for all the men now under hospital treatment. Bills providing for this have been introduced in both Houses of Congress at the bequest of the legion.

The memorial asserts that the United States has been more liberal than any other Nation in its provisions for the disabled soldier, but that it has failed in a large measure to make these provisions available. This is attributed to "an astonishing state of divided responsibility and wasted effort among the Government agencies with which the problem rests."

CHAOTIC CONDITIONS CHARGED.

Each of these agencies is an institution complete in itself. Each is administratively independent of the other two. All by force of circumstances are exercising functions they were not intended to exercise. This presents an amazing spectacle of administrative chaos.

The result is the suffering of the disabled veteran. Thousands are waiting, and have waited for months, for compensation for their injuries. Thousands have waited for months for an opportunity to re-establish themselves as self-sustaining members of society.

Taking up the three Government agencies dealing with the disabled men, the legion memorial asserted that the Bureau of War Risk Insurance had never accomplished its vital object of making just and prompt awards of compensation. It pointed out that the burden of proof was on the disabled man, who was thus placed in the position of a man injured in industry who must sue the company.

MANY SUFFER FROM NEGLECT.

"It is usually months after he is dropped from the pay roll of the Army or Navy before he is taken up on the pay roll of the bureau," says the memorial. "On November 26 last 83,000 cases were pending in the bureau awaiting adjustment of compensation. Thousands are suffering and many have died as a result of this neglect."

It was pointed out that the bureau "failed to create an adequate force to go into the field" and discover to what extent the men were disabled, but delegated that task to the public.

As long as the Federal Board of Vocational Training was centralized in Washington, as the War Risk Bureau now is, the work of the board was a failure, says the legion. Since it has begun to decentralize by going out into the field and looking up the man, it has approved 100,000 additional cases and placed 61,000 additional men in training. "It attempts and in part has succeeded in looking up the man, contrary to the general practice of having the man look up the agency," says the legion.

Criticism of the operation of these two boards is made on the ground that their work fails to coordinate to such an extent that when a war veteran's compensation is shifted from the Bureau of War Risk Insurance to the Board of Vocational Education there is a delay of from three weeks to two months, during which "no provision is made for the man's maintenance."

HOSPITAL SURVEY TOLD.

"A recent survey of conditions in a tubercular hospital had disclosed that about 75 per cent of the patients had received no compensation and were in a wretched state of anxiety," said the memorial. "Some had left the hospital in their weakened condition to try to work and support their families, because the Government had failed to do so."

"The United States Public Health Service acts as an agency of both the bureau and the board, but is responsible to no authority common to both, because there is no such authority. There is a clear break in the chain of responsibility."

Declaring that it is remarkable the rehabilitation system has accomplished "what little it has," the legion attributes this to the sincerity of the men employed in the three agencies, who, it says, "generally have made the best of an impossible situation."

SPEECH

OF

HON. JOHN M. ROBSION,

OF KENTUCKY,

IN THE HOUSE OF REPRESENTATIVES,

Friday, December 10, 1920.

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H. R. 14461) to provide for the protection of the citizens of the United States by temporary suspension of immigration, and for other purposes.

Mr. ROBSION of Kentucky. Mr. Chairman and gentlemen, I wish in the outset to express my appreciation of the very valuable services rendered to the House by the Committee on Immigration. Mr. JOHNSON, the chairman; Mr. SWORE, my colleague from Kentucky, and other members of the committee during the vacation period of Congress spent many weeks of earnest effort in gathering facts from New York to San Francisco in preparation of this bill. Their work has been thorough. They have rendered a splendid service to the country and the House in bringing before our body this measure at this time.

This bill seeks to stop foreign immigration for a period of two years from the date of its passage. It is an emergency measure. Within that time a comprehensive measure can be worked out which will declare the future policy of this country on this question.

I have no prejudice against persons born in foreign countries. The suffering and distress in other lands excite my deepest sympathy. I do not blame them for desiring to leave war-ridden and famine-stricken Europe. The sorrow to me is that every law-abiding man, woman, and child of the earth can not at this time

enjoy as much liberty, happiness, and prosperity as we enjoy in the United States.

I am not unmindful of the large contribution to the upbuilding of this country made by men and women who have come to us from other shores. For more than a hundred years past millions of the highest type of men and women have come to our shores. Many of them have distinguished themselves in science, art, and literature; many others have won undying fame on the field of battle in defense of this Nation, and thousands have given their lives as a sacrifice for their adopted country, statesmen have shed additional luster and glory on the pages of American history, and millions are now scattered throughout the country leading orderly lives as patriotic American citizens. Many of the best citizens of my own State were born in foreign lands or are the offspring of parents who were immigrants. Some of the distinguished Members of Congress were born in foreign lands. For all such I have nothing but words of praise; but the important question that confronts both native-born and adopted citizens is, What is the best for our own country? The Good Book says, "He that provideth not for his own household hath denied the faith and is worse than an infidel." My first duty as a sworn officer of my Government is to take such action as will best provide for our own household, to protect American labor, American business, and our country. Is this measure necessary to safeguard our people and our country? If it is we should support it. I have thought upon this question and investigated it for several years. From this knowledge, with the facts brought to us in the committee's report, I feel that there is urgent necessity for the immediate adoption of this measure. We can find more than a dozen good reasons, any one of which commands favorable action from me.

THE AMERICAN PEOPLE WANT IT.

Before the convening of the present session of Congress I addressed a letter to farmers, laboring, professional, and business men; to fraternal, patriotic, and welfare societies, seeking their views on this question, and in response to these letters I received hundreds of letters and copies of resolutions. Miners, railroad men, farmers, business and professional men, soldiers, and fraternal organizations urge its adoption, and I am glad to bring their combined judgment and messages to the Congress.

MILLIONS OUT OF EMPLOYMENT.

Our investigations disclose that from two to three millions of workers of this country are now out of employment. In the city of Detroit alone, it is said that more than 60,000 men and women are looking for work, and it is safe to say that unless something unusual transpires before the present administration goes out of power this number of unemployed will be doubled, and there will be bread lines in all of the large cities of the country.

Mr. SABATH. Mr. Chairman, will the gentleman yield?

Mr. ROBSION of Kentucky. I have not the time and I am sorry I can not yield now. We are confronted with this situation. Two millions are proposing to come from Germany, other millions from Hungary, Austria, Poland, Italy, Spain, and other countries, and altogether it is claimed that there are something like ten to fifteen millions of people who desire to come to this country, if means of transportation can be had.

Mr. SIEGEL. Mr. Chairman, will the gentleman yield.

Mr. ROBSION of Kentucky. I regret that I can not, as I have but a short time.

Mr. SIEGEL. I will give you two minutes.

Mr. ROBSION of Kentucky. Very well, I yield for a question.

Mr. SIEGEL. The gentleman will realize that he does not have any official information on the subject. It is mere guess, surmise, and suspicion. As I pointed out yesterday, if 10,000,000 people would come to this country, it would take all of the steamships now in operation 10 years, each operating continuously throughout each entire year, to bring them here.

Mr. ROBSION of Kentucky. I have not heard the gentleman's question yet.

Mr. SIEGEL. It is this: On what does the gentleman base his information?

Mr. ROBSION of Kentucky. My information is from many sources. I regard this information as being more reliable than the statement of the gentleman from New York.

Mr. SIEGEL. Oh, the burden is upon the gentleman who makes the assertion.

Mr. ROBSION of Kentucky. The burden is not on me because at Ellis Island N. Y., we find every inch of available space on every ship coming to this country occupied by these immigrants, and more are prevented from coming only because of the lack of transportation facilities.

Mr. SIEGEL. Oh, the gentleman knows there has always been a certain number coming in at Ellis Island.

Mr. KNUTSON. Was there not an increase of from 40 per cent to 50 per cent last month in the number of immigrants landing at Ellis Island, N. Y., judging from last report?

Mr. ROBSION of Kentucky. Yes; Hon. F. A. Wallis, Commissioner of Immigration at Ellis Island Station, N. Y., in an address given in Washington a few days ago, says:

Whole races of Europe are preparing to remove to the United States. Never since the early days of barbarian Europe has there been such a wholesale migration of populations as that which is now in contemplation to the United States.

The Committee on Immigration found that in the month of October, 1920, there landed in New York City alone 74,000 immigrants, and that in the little country of Poland 311,000 persons have made application for passports to come to the United States. One of our consular agents says that on a single day in Warsaw, Poland, he saw 6,000 persons lined up waiting their turn to secure passports. The Hebrew Sheltering and Aid Society of America, after personal investigation in Poland, says that 3,000,000 Jews would come from Poland alone if there were ships to bring them. The agents of 17 steamship companies reported to Mr. Wallis, the Commissioner of Immigration at New York, that from their investigations immigration to the United States had barely started, and if these companies had ships available they could bring 10,000,000 immigrants to this country in one year's time. This does not take into consideration the people who desire to come here from Germany. Our agents report that as many as 2,000,000 Germans desire to come to the United States when peace is declared and they can secure passports.

The members of the Committee on Immigration report that on Sunday, November 19, 1920, while making a personal investigation found more than 16,000 immigrants, either at Ellis Island or on ships in New York Harbor, awaiting examination for entrance into this country, and the Ellis Island quarters were so crowded that hundreds of immigrants were forced to sleep on the concrete floors. One room that could conveniently accommodate not more than 300 persons had packed into it 1,200 immigrants. I feel that there is little doubt that there will come into this country, unless this bill is passed, within the next two years at least 3,000,000 immigrants. This is nearly twice as many people as now live in the State of Kentucky, more than five times the entire membership of the United Mine Workers of America, and more than the entire membership of all of the 14 Railroad Brotherhoods of America.

A MENACE TO THE COUNTRY.

This great army of people is poor. Most of them put up their all to pay their transportation to the United States. Very few of them have as much as \$100, and most of them have less than \$10 in money. They are not coming here to develop coal mines, railroads, factories, and other industries. According to the report of the State Department they are divided into four classes. Workers, peddlers, dependents, and trouble makers. We surely have enough trouble makers in our country. The war has produced many disabled men, widows, and orphans, and the drain upon our Treasury is so great that we can not ask American taxpayers to now take care of the dependents of other countries. With the millions of unemployed now in our country and faced with business depression, is it wise to add millions to our army of unemployed? Is it fair to the workers of our own country to permit the workers of other countries to come in and crowd them out of their jobs?

To admit them means more unemployment, more bread lines, more taxes to take care of dependents, and more trouble makers. I know it is claimed by some that we ought to have these immigrants to help run the mines, the railroads, and so forth, but there are enough miners in our country to-day to provide all of the coal that America can burn and export and have a surplus besides.

Mr. SIEGEL. And we do not get the coal.

Mr. ROBSION of Kentucky. You do not get the coal because the mines do not get sufficient cars. For more than two years the mine operators and miners have been pleading with the Railroad Administration, the Interstate Commerce Commission, the railroads of the country, and Congress to provide the necessary cars. The mines have been furnished with about 40 per cent car supply. If you will give the mines sufficient cars, the miners of this country will produce 30 per cent more coal than America can use and export.

Mr. SABATH. Does it not take labor to build the cars?

Mr. ROBSION of Kentucky. Yes; it takes labor to build the cars; but according to the reports of the State Department, the men who have come during the last few months and are proposing to come are not the sort of men to build railroad cars. The railroads of the country are laying off thousands of shopmen and

trainmen. There are thousands of car builders now idle in America, and if you bring in other car builders you will but add to the number that are idle. The factories and other industries are cutting down their forces and many are closing down altogether.

MADE UP LARGELY OF UNDESIRABLES.

Our agent at Berlin reports that the 2,000,000 or more Germans who are proposing to come to this country are not of the most desirable class. He also says the Poles, Austrians, and the Russians who apply for passports, as a rule, are of the most undesirable type of immigrant. The agent at Catania reports a large portion of the aliens going from that section to the United States are inimical to the best interests of the American Government. The agent at Florence, Italy, says the only really effective way of eliminating the people coming from that district, who are inimical to American interests, would be to suspend immigration altogether.

Our representative at Rotterdam reports the great mass of aliens passing through Rotterdam to the United States are Russian Poles, or Polish Jews, of the usual Ghetto type. They are filthy, un-American, and often dangerous in their habits.

Our representative in Poland reports that over 95 per cent of the people leaving Poland for this country are of the very lowest classes and are very undesirable, and to permit large numbers of these persons to enter the United States would be a dangerous policy. We are also warned in these reports that the countries from which these immigrants are swarming are full of typhus fever, cholera, trachoma, and many other contagious and infectious diseases, and these people are bringing these diseases with them.

Most of these people have been subjected to the iron heel of despots. They have been beaten, kicked, and cuffed about by autocratic rulers and their minions. Most of them nursed hate from their mother's breast and were taught to despise their oppressors and governments at their mother's knee. This hate has been intensified through years of abuse and oppression. Government to them is slavery and oppression. They have become Anarchists, Bolsheviks, Communists, and radicals. They come from the congested districts. When they land in this country they join their kind in the great congested districts of America. They become a great recruiting force to the undesirables already here. They transfer their hate for government and those in authority from Europe to America. According to the description given of these people by the agents of our Government in those countries, most of them will never learn the spirit of our institutions and our Government.

HOW LONG SHALL AMERICA CONTINUE TO BE THE GARBAGE CAN AND DUMPING GROUND FOR THE WORLD?

Is it not wise for us to call a halt until we can work out a comprehensive immigration law that will insure our country against undesirables? And if conditions should warrant further immigration, let the American Government's representatives investigate the character, disposition, and health of the immigrant in his own country and before he is permitted to leave for the United States. Under the present immigration laws nearly anyone can get into the United States. How long shall America continue to be the garbage can and the dumping ground of the world? Instead of trying to uphold and defend this country, they engage in an effort to destroy it. Our cities, States, and Federal Government are spending millions of dollars in the attempt to Americanize and assimilate the people who have come to this country in recent years, but these efforts in a large measure have failed. To bring in millions of others such as are coming we merely add to this burden.

Mr. SABATH. Mr. Chairman, will the gentleman yield?

Mr. ROBSION of Kentucky. I can not yield any more of my time.

Mr. SABATH. How much does the gentleman's State spend on the Americanization of aliens?

Mr. ROBSION of Kentucky. I shall answer that question later on, but the gentleman should not take my time. He had an hour yesterday. My own State has received very few of this character of immigrants. The population of Kentucky is made up of American-born citizens and of that desirable class of foreigners who came to our country years ago. We have no anarchist, bolshevik, communist, or soviet organizations in Kentucky, with their radical press. Nearly all Kentuckians, whether native born or foreign born, are loyal to our country and flag. It is not necessary to Americanize Kentuckians. They are already Americanized.

SLACKERS SHOULD BE DEPORTED.

When the World War came on thousands of foreigners who had taken out their first papers to become American citizens,

in order to evade the draft and keep out of the Army, surrendered their papers and rights and became aliens again. Every one of these fellows should be forced to leave this country. It is estimated that hundreds of thousands of able-bodied men who were within the draft age escaped military service in this country because they were not citizens. Our American boys gave up their jobs and went overseas and fought for about a dollar per day. These aliens remained behind the American flag and stepped into these good jobs of American boys and received from \$5 to \$15 per day.

We could not force them into our Army because they were aliens, and they were not required to go to their native country and fight in the allied armies. This bill favors the boys who fought to save this country. When a new immigration bill is worked out no alien should be permitted to come here and make his home and take part of the wealth of the Nation and receive the protection of the American flag unless he would in a short time after he arrives here declare his intention to and does become an American citizen. If he is going to receive the benefits of this country, require him to place himself in the attitude where he will be required to defend this country. War, pestilence, and famine in Europe have destroyed many of the virile men. Those who are proposing to come to this country are for the most part not made up of this class of people. Will they help to bear the burden or will they add to our burden?

LET US CONSERVE OUR RESOURCES FOR OUR POSTERITY.

I know it is contended that we have large areas of uncultivated lands; millions of acres of forests; rich, undeveloped mineral resources, and that we should invite large numbers of immigrants for hastening the development of these resources. Good lands are becoming very scarce. Anyway, why not save some of our resources? Why this maddening rush to consume them in this or the next generation? Why fill this country up and have it congested as many sections of Europe are to-day? Why hasten to bring about the undesirable conditions in this country that make life unbearable in the countries across the seas? Let us save something for the children, the grandchildren, and the great-grandchildren of the men and women who sacrificed and died to save this country.

PROTECT AMERICAN LABOR AND AMERICAN INDUSTRIES.

Gentlemen of the House, this measure should pass, and here I wish to add another suggestion. In the first 10 months of 1913, under the Republican tariff and before the Democratic Underwood tariff bill was passed, there was brought into this country about \$1,000,000,000 worth of imports; but the first 10 months of 1920, under the Democratic Underwood tariff law, there were brought into this country about \$5,000,000,000 worth of imports. There are coming into this country now goods and products from other countries at the rate of about \$6,000,000,000 per year. When we bring coal, timber, and wheat from Canada, cattle from Mexico and South America, wool from Australia, sugar and tobacco from Cuba and other countries, minerals from Spain, China, and the islands of the sea, shoes, clothing, and other manufactured products from Europe, we add to the army of unemployed in our own country and at the same time destroy American industries.

It will do the laboring men of this country very little good to keep foreign labor out of this country and let them remain in their own country to produce goods and products and then ship them into this country under the free-trade policy of the Democratic Party. I favor this exclusion of foreign immigration and at the same time such a protective tariff as will protect American labor and save American industries.

Mr. SABATH. Will the gentleman yield?

Mr. ROBSION of Kentucky. I yield.

Mr. SABATH. I just wanted to know what the exports amounted to.

Mr. ROBSION of Kentucky. The world has been engaged in a great war. Millions of men were taken from productive industries and placed into the destructive agencies of war. They have gone back to producing. Production has caught up with consumption in this country and in some other countries. It is not a question of what our exports will be. The people in these foreign countries work for low wages. The question that will hurt America is what our imports will be. Evidence has been brought before the committees of this House that these large importations from foreign countries have already killed many industries in America, and unless we enact a tariff law you will see other American industries destroyed.

Gentlemen of the House, some of our colleagues say that we are going to train this army of immigrants that are now coming to our shores and then they will be all right; but how much

money and how much time will it take to train them to appreciate our country, our freedom, and our flag? This can not be done with the class of people that are coming. A great majority of them will never learn to sing or appreciate "America," or "The Star-Spangled Banner." [Applause.]

Reapportionment Bill.

EXTENSION OF REMARKS

OF

HON. JACOB L. MILLIGAN,

OF MISSOURI,

IN THE HOUSE OF REPRESENTATIVES,

Tuesday, January 18, 1921.

Mr. MILLIGAN. Mr. Speaker, the question of enlarging the membership of this body has been debated since the adoption of the Constitution and with one exception, in 1843, when the Senate overruled the action of the House, the membership has been increased. The same illogical arguments that were made against similar bills in the past are being made against the passage of this bill. Time has proven the fallacy of these arguments in the past and will do so in the future if this measure becomes a law.

Under the Constitution, in 1789, the membership of this legislative body was fixed at 65, a ratio of one Representative for every 30,000 people.

Under this bill, which provides for a membership of 483, the ratio, according to the census of 1920, would be one Representative to every 218,986 people. The Representatives after March 3, 1923, would represent 188,986 more people than a Representative did in 1789. If this measure fails to become a law and the membership remains as at present, a Member would represent 212,415 more people than in 1789; also 30,528 more than fixed by the laws of 1911.

By defeating this measure the following States would suffer a decrease in representation, respectively: Indiana, 1; Iowa, 1; Kansas, 1; Kentucky, 1; Louisiana, 1; Maine, 1; Mississippi, 1; Missouri, 2; Nebraska, 1; Rhode Island, 1; Vermont, 1.

When the framers of the Constitution wrote that great instrument they said that Congress should consist of two bodies, for two reasons: First, that each would be a check upon the other; second, that the people should be directly represented. They therefore created the House of Representatives as the popular branch of Congress, believing the Members of this body should be the direct voice of the people.

A Representative should be in close contact with the people he represents. Congressional districts overlarge in population remove him further from the people. He should only represent such a number of people that he could ascertain the desires and needs of those people. The only way this can be possible is by personal contact. A district of vast population make this impossible, especially in a rural district.

There is another fact that must be considered; that is, the enfranchisement of the women of our Nation, thousands of whom are now, and many more will become, active in governmental affairs. They will desire information from their Representatives in Congress. The result is that the time of their Representatives, which should be used in acquainting themselves with the legislation that is pending before this body, will be required in answering correspondence and attending to routine and departmental work.

Personally I will not be affected by the failure of the passage of this bill. I am a casual of the political earthquake that occurred on the 2d day of November last, and hence will cease to be a Member of this body March 4. But I am vitally interested in behalf of the people of the great State of Missouri, who will lose two Representatives if this bill fails to become a law. I do not think it would be fair to those people or the people of other States that would lose representation by retaining the present membership of this body. I am not willing to see the people of my State lose two Representatives by an inaccurate and incomplete census, as was the last, in some parts of the State.

I believe we should pass this measure, thereby adhering to the ideals of the framers of the Constitution in maintaining this body as the popular branch of Congress.

Federal Aid in Highway Construction.

EXTENSION OF REMARKS

OF

HON. CLIFTON N. McARTHUR,

OF OREGON,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, February 2, 1921.

Mr. McARTHUR. Mr. Speaker, in introducing a bill in this Congress for an additional appropriation for Federal aid in road building, I did so with the understanding that unless such appropriation was made a number of States would not be able to continue the road-building program.

In view of this situation I have asked the Bureau of Public Roads to furnish me a statement showing the total allotment of Federal aid to the States, the total amount absorbed by completed contracts and involved in projects actually under construction, the per cent of completion of the contracts, and the funds remaining to the States for new contracts.

This statement reads as follows:

Status Federal aid funds, Dec. 31, 1920.

[Bureau of Public Roads, United States Department of Agriculture.]

State.	Total allotment.	Total amount under construction and completed.	Per cent of contracts completed.	Funds available for new contracts.
Alabama.....	\$5,776,552.58	\$1,629,970	59	\$4,146,582.58
Arizona.....	3,771,351.69	2,240,459	68	1,530,892.69
Arkansas.....	4,619,929.47	2,467,619	44	2,152,310.47
California.....	8,384,354.57	3,447,320	50	4,937,034.57
Colorado.....	4,780,064.14	1,814,174	58	2,965,890.14
Connecticut.....	1,689,324.70	824,423	27	864,901.70
Delaware.....	447,654.83	284,880	68	162,774.83
Florida.....	3,150,112.48	2,234,192	16	915,918.48
Georgia.....	7,407,578.62	5,876,291	51	1,531,287.62
Idaho.....	3,360,388.96	2,909,138	51	391,250.86
Illinois.....	12,024,266.97	10,887,938	55	1,136,328.97
Indiana.....	7,415,292.61	2,699,368	41	4,715,924.61
Iowa.....	7,939,343.14	5,799,334	35	2,140,009.14
Kansas.....	7,895,309.07	4,292,698	39	3,602,611.07
Kentucky.....	5,373,064.79	2,390,680	44	2,979,384.79
Louisiana.....	3,742,524.57	3,633,023	29	109,501.57
Maine.....	2,645,963.57	1,485,277	42	1,160,686.57
Maryland.....	2,390,749.07	1,889,386	64	521,363.07
Massachusetts.....	4,052,565.09	1,842,322	54	2,210,243.09

Status of Federal aid funds for roads compiled from reports of State highway departments, Jan. 15, 1921.

State.	Amount Federal aid available for contracts Dec. 31, 1920.	Federal aid funds put under contract since Dec. 31, 1920.	Federal aid funds which will be put under contract by Apr. 1, 1921.	Amount of Federal aid for new contracts Apr. 1, 1921.	Mileage at \$20,000 per mile.	Date when all Federal aid funds will be absorbed by contracts.	Federal aid apportionment under pending bill for fiscal year ending June 30, 1922.
Alabama.....	\$4,146,582.58	\$141,858.64	\$2,000,000.00	\$2,004,723.94	100	July 15, 1921	\$2,101,883.51
Arizona.....	1,530,892.69	650,679.00	500,000.00	380,213.69	19	July 1, 1921	1,373,644.16
Arkansas.....	2,152,310.47	—	—	—	107	Apr. 1, 1921	1,685,178.09
California.....	4,937,034.57	—	3,137,634.57	1,800,000.00	90	July 1, 1922	3,054,675.51
Colorado.....	2,965,890.14	32,000.00	1,755,759.17	1,178,130.97	85	Oct. 1, 1921	1,755,759.17
Connecticut.....	864,901.70	—	—	864,901.70	43	July 1, 1922	613,349.43
Delaware.....	162,774.83	162,774.83	—	(1)	None.	(2)	162,774.83
Florida.....	915,918.48	915,918.48	—	(1)	None.	(2)	1,147,447.92
Georgia.....	1,531,287.62	1,531,287.62	—	(1)	None.	(2)	2,697,150.96
Idaho.....	391,250.86	319,250.86	—	(1)	None.	(2)	1,226,049.93
Illinois.....	1,136,328.97	962,473.97	173,855.00	(1)	None.	(2)	4,365,067.91
Indiana.....	4,715,924.61	—	2,500,000.00	2,215,924.61	—12	July 1, 1922	2,687,051.27
Iowa.....	2,140,009.14	473,200.00	1,030,000.00	636,809.14	—32	Dec. 31, 1921	2,881,323.74
Kansas.....	3,602,611.07	828,282.00	500,000.00	2,274,329.07	113	do.	2,871,244.62
Kentucky.....	2,979,384.79	—	1,500,000.00	1,479,384.79	—74	do.	1,951,755.43
Louisiana.....	109,501.57	—	109,501.57	(1)	None.	(2)	1,362,231.13
Maine.....	1,160,686.57	—	—	1,160,686.57	58	June 30, 1921	960,220.16
Maryland.....	521,363.07	—	521,363.07	(1)	None.	(2)	896,998.61
Massachusetts.....	2,210,243.09	121,416.30	156,360.00	1,932,468.79	96	Oct. 1, 1921	1,472,788.83
Michigan.....	3,651,657.55	294,729.00	1,500,000.00	1,856,928.55	—93	Mar. 1, 1922	2,891,667.97
Minnesota.....	1,063,203.02	—	—	—	—134	Dec. 31, 1921	2,842,089.33
Mississippi.....	3,139,812.29	160,000.00	300,000.00	2,679,812.29	290	—	1,807,557.17
Missouri.....	6,318,478.71	—	513,810.00	5,804,668.71	87	Dec. 31, 1921	3,387,899.63
Montana.....	2,441,396.31	355,100.00	335,000.00	1,753,296.31	130	Dec. 31, 1922	2,006,990.13
Nebraska.....	2,611,635.66	—	—	2,611,635.66	106	(1)	2,133,741.98
Nevada.....	2,301,807.18	—	200,000.00	2,101,807.18	106	(1)	1,276,344.43
New Hampshire.....	233,261.99	—	8,500.00	224,761.99	11	Oct. 1, 1921	414,833.93
New Jersey.....	1,818,272.02	346,640.00	—	1,471,632.02	73	June 30, 1922	1,187,556.45
New Mexico.....	2,514,643.61	—	330,000.00	2,184,643.61	109	(2)	1,598,467.85
New York.....	12,801,615.67	—	1,000,000.00	11,801,615.67	590	—	4,971,893.11
North Carolina.....	1,423,894.68	212,000.00	310,000.00	901,894.68	45	July 1, 1921	2,279,053.81
North Dakota.....	2,587,555.70	—	1,125,000.00	1,462,555.70	73	—	1,536,227.81

All constructed.

Already absorbed.

Jan. 1, 1923, unless ratio of cooperation is changed.

Status Federal aid funds, Dec. 31, 1920—Continued.

State.	Total allotment.	Total amount under construction and completed.	Per cent of contracts completed.	Funds available for new contracts.
Michigan.....	\$7,961,295.55	\$4,309,638	49	\$3,651,657.55
Minnesota.....	7,815,383.02	6,752,180	58	1,063,203.02
Mississippi.....	4,951,542.29	1,811,730	31	3,139,812.29
Missouri.....	9,322,075.71	3,003,597	24	6,318,478.71
Montana.....	5,498,827.31	3,057,481	50	2,441,396.31
Nebraska.....	5,896,761.66	3,255,126	88	2,611,635.66
Nevada.....	3,527,276.18	1,225,469	59	2,301,807.18
New Hampshire.....	1,143,088.99	909,827	73	233,261.99
New Jersey.....	3,265,299.02	1,447,027	68	1,818,272.02
New Mexico.....	4,389,794.61	1,875,151	42	2,514,643.61
New York.....	13,688,801.67	887,186	18	12,801,615.67
North Carolina.....	6,270,690.68	4,846,796	33	1,423,894.68
North Dakota.....	4,222,487.70	1,634,932	49	2,587,555.70
Ohio.....	10,202,947.71	5,059,982	38	5,142,965.71
Oklahoma.....	6,338,245.60	2,382,781	28	3,955,464.60
Oregon.....	4,332,178.26	3,920,461	49	411,717.26
Pennsylvania.....	12,632,644.29	10,802,353	47	1,830,291.29
Rhode Island.....	641,166.13	450,081	39	191,085.13
South Carolina.....	3,946,617.50	1,672,697	41	2,273,920.50
South Dakota.....	4,452,883.04	2,271,154	46	2,181,729.04
Tennessee.....	6,228,137.98	3,707,632	14	2,520,505.98
Texas.....	16,100,401.77	8,301,815	33	7,798,589.77
Utah.....	3,117,206.38	1,992,345	25	1,124,861.38
Vermont.....	1,242,103.73	498,922	17	743,181.73
Virginia.....	5,451,730.28	2,676,337	46	2,775,393.28
Washington.....	3,971,675.83	3,863,418	86	108,257.83
West Virginia.....	2,922,501.45	2,905,935	44	16,566.45
Wisconsin.....	7,004,280.67	2,909,681	57	4,094,599.67
Wyoming.....	3,378,558.17	2,570,309	53	808,249.17
Total.....	266,750,000.00	149,690,630	45	117,059,370.00

TROS. H. MACDONALD, Chief of Bureau.

It seems to me that this is the only way to test the real condition of the Federal-aid funds—the actual opportunity the States have to go into the new construction season with new contracts.

However, this statement of the Bureau of Public Roads, under date of December 31, 1920—the most recent monthly statement that they could make—still does not show the real condition of the States. Mr. W. C. Markham, secretary of the Kansas Highway Commission, who is in Washington representing the State highway departments of the 48 States, has compiled a report of the contracts let since the report issued by the bureau and the amount of Federal aid involved in contracts to be let within the next 60 days. A copy of this report by the State highway departments is herewith submitted:

Status of Federal aid funds for roads compiled from reports of State highway departments, Jan. 15, 1921—Continued.

State.	Amount Federal aid available for contracts Dec. 31, 1920.	Federal aid funds put under contract since Dec. 31, 1920.	Federal aid funds which will be put under contract by Apr. 1, 1921.	Amount of Federal aid for new contracts Apr. 1, 1921.	Mileage at \$20,000 per mile.	Date when all Federal aid funds will be absorbed by contracts.	Federal aid apportionment under pending bill for fiscal year ending June 30, 1922.
Ohio.....	\$5,142,965.71		\$1,000,000.00	\$1,142,965.71	207	July 1, 1921	\$3,700,246.81
Oklahoma.....	3,955,464.60						2,302,478.33
Oregon.....	411,717.26	\$42,000.00	100,000.00	259,717.26	13	May 1, 1921	1,576,152.03
Pennsylvania.....	1,830,291.29	397,291.29		1,433,000.00	71		4,591,946.05
Rhode Island.....	191,085.13	100,000.00	91,085.13	(1)	None.	(?)	233,255.57
South Carolina.....	2,273,920.50	515,767.03	236,247.70	1,521,905.75	76	July 1, 1922	1,433,019.04
South Dakota.....	2,181,723.04	200,000.00	700,000.00	1,281,723.04	64	Dec. 31, 1921	1,615,773.44
Tennessee.....	2,520,505.93	476,368.00	550,000.00	1,494,130.93	— 75	July 1, 1921	2,261,913.99
Texas.....	7,798,589.77	2,089,453.90	2,251,015.77	3,468,130.10	— 173	June 1, 1921	5,881,593.49
Utah.....	1,124,831.33	163,031.13	546,272.41	414,954.29	20		1,123,575.63
Vermont.....	743,181.73						450,077.09
Virginia.....	2,775,393.23	91,000.00	1,000,000.00	1,684,393.23	84	Dec. 31, 1921	1,977,673.83
Washington.....	108,257.83	48,257.83	60,000.00	(1)	None.	(?)	1,444,627.79
West Virginia.....	16,569.45	16,569.45		(1)	None.	(?)	1,060,152.77
Wisconsin.....	4,094,599.67	75,000.00	750,000.00	3,269,599.67	84	Dec. 31, 1922	2,544,945.35
Wyoming.....	808,249.17		500,000.00	308,249.17	15	July 1, 1921	1,233,715.84
Total.....	117,030,370.00						

* All constructed.

* Already absorbed.

The above statement shows that there are 10 States which have no Federal funds whatsoever for additional contracts. There are also 25 States which have Federal funds to contract only from 11 to 100 miles of road, at \$20,000 per mile. Reports of contracts made since Dec. 31, 1920, have not been received from Minnesota, Oklahoma, and Vermont.

More than half the States can not make new contracts of any consequence, for it is admitted that 200 miles a year is a very modest building program as averaged throughout the entire number of States. We should also remember that it takes months of preparation in surveys and completion of plans before any actual construction can be begun.

The fact that less than half the actual cash appropriated has not been paid the States does not prove that we do not owe it, but the amounts involved in contracts actually under construction clearly show that many States can not go ahead unless the Congress takes immediate action.

This report from the State highway departments shows that the following States have under contract all of their Federal-aid funds and can not make additional contracts for the coming building season: Delaware, Florida, Georgia, Idaho, Illinois, Louisiana, Maryland, Rhode Island, Washington, and West Virginia. In addition to this, should the States absorb the Federal aid at the maximum rate per mile—\$20,000—the following States will be able to secure aid on less than 50 miles of road: Arizona, Connecticut, Indiana, Iowa, New Hampshire, North Carolina, Oregon, Utah, Vermont, and Wyoming; also, the following States can add less than 100 miles to this year's contracts: Alabama, California, Colorado, Kentucky, Massachusetts, Michigan, Minnesota, Montana, New Jersey, North Dakota, Pennsylvania, South Carolina, South Dakota, Tennessee, Virginia, and Wisconsin. In other words, 37 States are either entirely without Federal funds for new contracts this year or can take on less than 100 miles of road if spent on the higher-class grade of construction.

As additional proof that this bill is emergency legislation, the reports from the State highway departments show that there are 19 States wholly without Federal funds for new contracts, or will be without such funds by July 1, and there are 10 additional States which will be without Federal funds for additional work by the time of the regular session of the incoming Congress.

Both political parties in their national platforms took an unqualified stand for the continuation of Federal aid in road building, and also advocated the readjustment of the Federal cooperation in States, where the Federal Government owns a large percentage of the land in the State. This bill meets these solemn pledges of both political parties. A study of the situation by States shows that more than two-thirds of the States will be retarded in their work if this Congress does not act. Road building is a recognized economic necessity. It will be false economy not to meet this necessity.

On December 10 I introduced a measure (H. R. 14905) entitled "A bill to appropriate additional sums for Federal aid in the construction of post roads, and for other purposes." This bill was referred to the Committee on Roads, and a substitute bill (H. R. 15873) by Mr. SELLS, of Tennessee, was reported favorably on January 29, and is now on the Calendar of the Committee of the Whole House on the state of the Union. This substitute bill is an authorization measure and must become a law before an appropriation can be made.

EXTENSION OF REMARKS

OF

HON. JOSEPH J. MANSFIELD,
OF TEXAS,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, January 12, 1921.

Mr. MANSFIELD. Mr. Speaker, I avail myself of the privilege granted, to supplement my remarks made upon the floor on the 12th instant in regard to our Government expenditures. I then showed by the carefully laid estimates of Dr. Rosa, of the Bureau of Standards, who made a most scientific study of the expenditures of our Government for the year 1920, and found that 93 per cent of the total cost was on account of war and preparation for war, 3 per cent for administrative purposes, 3 per cent for public works, and 1 per cent for research, education, and development. In other words, that this the most civilized of all nations, in this the most civilized of all ages, is taxing its people approximately four thousand million dollars per annum, and devoting 93 per cent of this money for purposes of war and 1 per cent for purposes of education.

When Germany was using practically all of her resources in building up great military and naval establishments the entire civilized world stood in awe of her until the opportune moment arrived for forming a vast coalition to encompass her defeat. This Nation, for her own self-preservation, finally joined in the general cause to put an end to such a system. After sacrificing more than \$24,000,000,000 in money, more than a hundred thousand lives of America's finest young men, and incurring obligations running well up into the billions for the future welfare of those who were wounded or impaired in health in the great conflict, we now find this Nation following in the footsteps of Germany and pursuing the same course which we condemned in that nation as being a menace to mankind. And, strange to say, we find men high in the counsels of our Government, of both political parties, who, then loudest in their condemnation of Germany, are now longest in their advocacy of having this country pursue the same course that led to that nation's downfall.

During the war the most lavish expenditures for warlike purposes were not only condoned but approved and applauded by all our people. Now, since the war is over, and since no nation is in position from a military, naval, or financial standpoint to molest us, certainly it occurs to me that there is less reason than ever before for such vast expenditures for those purposes. Instead of taxing our people to the verge of slavery to fill the coffers of those who profit in the building of great naval and military establishments, let us divert a reasonable proportion of our funds to the more useful, necessary, and humane purpose of the rehabilitation and comfort of those who were made sufferers by the late war. Let us pursue a course that will have a tendency to diminish rather than to increase the number of such sufferers.

We are told by high authority that this Nation must have "incomparably" the greatest Navy in the world, yet no valid reason has been given for such a program. We have gotten along very successfully for nearly a hundred and fifty years, the greater portion of which time we had comparatively speaking no Army or Navy at all. There are now but three nations that can be considered as naval powers, Great Britain, the United States, and Japan, in the order named. We now have more than double the naval strength of Japan, consequently so far as that country is concerned there is no urgent need for great naval expansion. This narrows the contest to the United States and England. England's vulnerable point is Canada. A half billion in preparedness along the Canadian border and on the Great Lakes would prove a greater menace to England than would the expenditure of \$10,000,000,000 for battleships upon the high seas.

But, we have long since agreed with England not to menace her at a point where she is at our mercy, and, instead, our great naval expansionists would now have us contend with her at a point where we would be more nearly at her mercy. Why should we waive this strategic advantage which nature has given us unless England will make a commensurate concession? We have by treaty agreed with England to limit our naval establishment upon the Great Lakes.

Why not in the same manner have England agree to limit hers upon the high seas? She would be glad to enter into such an agreement, either with or without our joining the League of Nations, and this course would be a thousand times cheaper in dollars and cents, and at the same time fraught with a thousand times less danger than would a race for naval supremacy. So far as Japan is concerned, if newspaper reports are any indication, she would be glad to enter into an agreement for the limitation of armaments, as also would England.

It occurs to me, Mr. Speaker, that our greatest national danger is from an internal instead of an external source. We could easily reach an agreement with all nations for an absolute 5-year holiday in naval construction if we could overcome the influences within our own borders. Our great difficulty is due to the fact that big concerns at home, which are reaping their millions out of naval preparedness, are exerting such a tremendous influence through propaganda and otherwise that millions of our people have been misled by this will-o'-the-wisp or dream of naval supremacy. The New York World has entered the fight for a naval holiday, and if more of our great journals would have the temerity to take this stand the contest would soon be won.

Immigration from an American Viewpoint.

EXTENSION OF REMARKS

OF

HON. CHARLES B. TIMBERLAKE,
OF COLORADO.

IN THE HOUSE OF REPRESENTATIVES,

Monday, January 24, 1921.

Mr. TIMBERLAKE. Mr. Speaker, under the leave granted to me to extend remarks in the RECORD I include an address of Hon. WILLIAM N. VAILE, of Colorado, before the Saturday Discussion Committee of the National Republican Club on Saturday, January 15, 1921.

The address is as follows:

IMMIGRATION FROM AN AMERICAN VIEWPOINT

[Address of WILLIAM N. VAILE, M. C., before the Saturday Discussion Committee of the National Republican Club, Saturday, Jan. 15, 1921.]

Mr. Chairman and gentlemen, I count it a great honor to have this opportunity to address myself to a question which goes absolutely to the vitals of this Republic before a club distinguished for its devotion to American standards and ideals.

We are now entering upon the stage where we are considering plans of selective immigration, plans which have as their basis the underlying theory that our immigration laws are made for the benefit of the United States, plans which involve the new point of view that the burden should be upon the alien to show that he is desirable to us, not upon us to show that he is undesirable.

The bill for the temporary suspension of immigration, with certain exceptions for the families of our naturalized citizens, which recently passed the House and which is now pending in the Senate, is admittedly an emergency measure, though if it

passes it will also serve as useful warning to other countries that the United States is not to be regarded in the future as a dumping ground.

The passage of the foregoing bill by the House was at once a recognition of our present danger and of our past neglect. Both of these are very real. The danger is that without protective legislation until we can work out a constructive policy we shall be swamped by a horde of wretched people from the most unfortunate countries of the Old World.

But part of the danger of such an invasion arises from our own neglect in the past. We have been too content to regard what the immigrant brings us as only a commodity—labor. We do, indeed, realize that some of our best and ablest men and women have been born on foreign soil, and that the parents of many others were born there, but when they came we regarded them not so much as people but as laborers.

In this connection let me say that it introduces confusion into the discussion to say that all of us or our ancestors were once immigrants, an expression frequently used in debate. This ignores the fundamental truth that the American people are basically of a distinct European stock, having a distinct European language and a distinct European history; that they formed here 200 years ago a particular conception of government; that they have carried that conception of government into a Constitution of their own; and that under that Constitution they have developed the greatest country and the soundest, most just, and most liberal laws on this globe. That distinct European stock is the Nordic race; its language is the English language; the history which it brought with it to this continent is the history of the constitutional governments of western Europe, and particularly the history of England, from which we derive our jurisprudence. However much we have been helped from time to time by the red blood of other lands, the help we have received has been by addition to what we had, not by any change in its form or in its essence.

The foreigner comes here with strange ideas about the new country. He has heard that it is a land of liberty, but he often has no conception of the responsibility which must go with liberty if it is to continue to exist.

In a Colorado mining camp a Hungarian miner was arrested for beating his wife, and when he was fined by the justice of the peace he was outraged beyond measure. "Can't a man beat his own wife in this country? And you call it a free country!"

A year ago last December I was present at the deportation from Ellis Island to Russia of 249 anarchists, including Alexander Berkman and Emma Goldman, both of whom for many years had received their living in the country. They were trying to undermine and who up to the last moment resisted deportation by relying upon every liberal technicality of the laws they had been trying to destroy. But to my mind the most striking individual of the whole group was Tommy Bukhanov, the 17-year-old boy who for two years had been a teacher of anarchy to the Russian children of New York City.

With the formation of the Third Communist Internationale in Russia, early in May, 1919, all the destructive forces of the world were welded together. The Third Communist Internationale was the Congress of bolshevist socialists headed by Trotski and Lenin. Its manifesto is addressed "To the proletariat of all lands." Certain organizations here regard themselves, and are regarded by the Internationale, as constituent parts of it. These are, among others, the Union of Russian Workers of America, the Left Wing of the Socialist Party, the Communist-Anarchists, the Communist Party of America, the Communist Labor Party, and the Industrial Workers of the World—I. W. W's.

Let the honest workingman, the member of organized labor, who thinks he sees in this radical propaganda some kinship with his own views ponder well the following:

A labor party is not the instrument of aggressive working-class struggle; it can not break the power of the capitalists and the profit system of oppression and misery, since it accepts private property and the "rights of capital." * * * Communism does not propose to "capture" the bourgeois parliamentary state, but to conquer and destroy it.

Note that this and similar language is addressed to English-speaking people, with their long history of intellectual and political liberty and leadership. It is the curiously perverted view of people coming from a country which has never yet developed a just and equitable government and which remained rotten with graft and corruption above and dark with ignorance and misery below for hundreds of years after our ancestors had worked out the Magna Charta, a country which produced a scant handful of poets and writers during the centuries while the disciples of Chaucer, Shakespeare, and Milton were num-

bered by the thousand, a country where 80 per cent of the people can not read, a country of unparalleled natural wealth in fields, forests, and mines, where the people still plow with sticks and hitch their women to the plow. Their representatives here have the amazing effrontery to feed this kind of stuff to us, and some simple-minded Americans have the still more amazing silliness to believe it.

They make an especial appeal to the churches. Let me read further from Novomirski, the creed of the Communist-Anarchists:

We hate religion because it lulls the spirit with lying tales, takes away courage and faith in the power of man—faith in the triumph of justice here on the real earth and not in a chimerical heaven. Religion covers everything with fog; real evil becomes visionary, and visionary good a reality. It has always sanctified slavery, grief, and tears. And we declare war upon all gods and religious fables. We are atheists. * * * We hate authority—that eternal preserver of slavery and foe of freedom. The lords having been destroyed, why leave the ship of the lords; the power of capital having been destroyed, why allow its safeguard, the State, to remain? Does giving man bread mean depriving him of freedom? Even pigs in their sty have food. Not to the happiness of citizenship do we call the workers; we call them to liberty; to absolute liberty. We are anarchists.

Now, while I have my sanity and my strength, I am going to stick to the position that since these people don't belong to us, we don't want them, we don't have to have them, and, by God! we won't have them.

Our temporary exclusion bill is, in my judgment, a wise measure, to enable us to work out a constructive plan, but, of course, it is not a substitute for a constructive plan. At Dr. Gulick's request, Senator STERLING, of South Dakota, has introduced in the Senate, and I have introduced in the House, a bill providing for a percentage limitation of those who can come from different ethnic groups, and for the registration of aliens while here. This bill provides for substantially the same grounds of exclusion as now exist, although there is one omission from the bill as prepared by Dr. Gulick and the committee for constructive immigration law, which, in my opinion, should be corrected. I think we should preserve the literacy test, which requires that the immigrant should be able to read in his own language.

I do not claim that the literacy test is a general cure for all the ills of immigration. Of course, it is no protection at all against the admission of the anarchist and the radicals who would seek to destroy our Government. Furthermore, it operates to exclude many law-abiding and industrious people who would work hard and make real contributions to our material wealth.

Rejection is a tragedy. Would that it were possible to share what we have with the whole world, but if we tried it there would soon be nothing to share. We would lose our priceless heritage for our own children, and with it we would lose also both the power and the substance to give to anyone else. Rejection of immigration in whole or in part is a necessary tragedy, but the rejection of the individual immigrant is an unnecessary tragedy, because he should not have been permitted to start.

The cases you will see at Ellis Island appeal strongly to the sympathy of anyone who has a heart. Let me recite one of them. The heroic little history is common enough in all countries, but the result in this case had a deadly crushing weight which we do not know here. Here were three attractive young women of about 18, 20, and 24 years, Polish Jews. The younger ones could read well. The oldest could not read a line. The middle one pleadingly and tearfully explained that they had all been motherless from childhood and that sister had kept the house, cooked their meals, and mended their clothes, so that they could go to school. She never had time to go herself. Poor older sister! She had bought them with her sacrifice far more than she realized then, but she would doubtless have made it just the same.

But these rejected people would not have been here at all if they had been properly examined on the other side.

The literacy test results in many hard cases, but we lawyers have a proverb that "hard cases make bad law."

The point is that it is not enough that people should be thrifty, law-abiding, industrious, and of good moral character. The immigrant should be all of those things so far as we can determine his qualifications in these respects, but he must also be readily capable of becoming an American, and if he can not read, even in his own language, he is under a terrible handicap, both in learning to read in ours and in learning of our institutions in either. The compulsion is all the stronger upon him to associate only with his own people, to add himself to the foreign, unblended, unmelted groups that make weak spots in our national structure.

Comparison of immigration figures for the four years immediately preceding the war, 1910-1914, and the fiscal year just

passed, ending June 30, 1920, discloses a number of interesting facts.

First. In the earlier period 24.3 per cent, or practically one-fourth of all arrivals, were farm laborers, whereas in 1920 only 3.5 per cent were of that status.

Second. In the earlier period 26.2 per cent had no occupation. In the latter period this percentage was 40.3 per cent. These figures, of course, include women and children.

Third. Among immigrants of all nations, except Mexicans, Portuguese, and Spanish, the percentage of women immigrants was greater in 1920 than in the period from 1910 to 1914. The largest increases in these percentages were Greek, from 9.2 per cent to 20.2 per cent; north Italian, from 25.2 per cent to 48.9 per cent; south Italian, from 25.1 per cent to 48 per cent. There are several respects in which those figures are significant.

(1) They show an increasing number of dependents, for the percentage of dependency is greater among women than among men.

(2) They indicate greater permanency in the immigration. The comparative stability of female immigration is a fact well known to those who have studied the statistics of this subject. For example, of all the aliens who departed from the United States in the period from 1910 to 1914, only 17.7 per cent were women, and the proportion was practically the same in the fiscal year of 1920, being 17.9 per cent.

(3) These figures indicate an increasing percentage, in the future, of children born here of alien stock, for the number of children depends on the number of mothers and not on the number of fathers.

(4) These figures on the percentages of women immigrants, therefore, indicate that there is an increasing amount of dependency, of permanency, and of aggregate fertility among immigrants from southern and eastern Europe. The Greek and Italian immigration consequently represents a more permanent class than came before the war.

As to general immigration figures subsequent to those given in the report of the Commissioner General for the fiscal year ending June 30, it appears that our monthly net gain—excess of arrivals over departures—has risen from 48,454 in July to 69,000 in November. I have not the December figures, but understand they will be still larger. Those which I have given show that, roughly speaking, we were gaining in November about 2,300 per day as contrasted with a gain of about 1,600 per day in July.

Now, while it is undoubtedly true that during the fiscal year 1920 a large number of aliens from southern and eastern Europe returned to their homes, the movement has now set in the other direction, both of new immigrants from those countries and of those who returned to Europe since the armistice. It is beyond question that in Turkey, Greece, Rumania, Serbia, Italy, and Poland, and especially in the latter two, there is a movement under way which would practically amount to a heira of whole peoples to the United States.

The purser of the French liner *Providence*, which arrived here a month ago from Palermo, bringing 1,931 steerage passengers—and I can assure you that these wretched people were so crowded in that steerage that there was hardly room to breathe—stated to me that at Palermo alone there were 20,000 people who had bought tickets and obtained passports for the United States.

Taking the immigration from northern and western Europe and from southern and eastern Europe by decades from 1820 to 1920, we note a very remarkable change. The tables show that whereas up to 1880 those from southern and eastern Europe were less than 11 per cent, in 1890 they had risen to 30 per cent, and in 1910 to nearly 79 per cent of the total immigration from Europe. There was a falling off in 1920 to 53 per cent, but that is evidently only a temporary condition.

I want, before I conclude, and especially because my friend, Dr. Gulick, is here, to say a paragraph or two on the subject of oriental immigration.

I am a great admirer of the Japanese people. They have many of the qualities which we are accustomed to commend when they are displayed by people of our own race. I believe the Japanese who have come here have been in the main an economic benefit to those parts of the United States where they have settled. But it seems to be generally, though not universally, conceded that they are a race not physically assimilable with us. Dr. Gulick will dispute this assertion, or at least ask for proof of it. Mr. Lafacadio Hearn himself makes it. But whether the fact of physical unassimilability is actually demonstrable or not, physical, racial, assimilation apparently is not desired by either race, and especially not by ours. Call it prejudice if you like, the fact remains.

The total number of Japanese in California is not large, less than 3 per cent. But in some parts of California they are a majority of the people. There are schools in which considerably more than half the pupils are Japanese. I saw one county, Placer County, of 22,000 irrigated acres, of which 17,000 were occupied by Japanese.

Now, when an alien unassimilable race gets possession of our land, and of the production of our food, the white race has started on the toboggan slide.

We have had race problems before and we should be warned by them. We imported the black man to till our fields. He created a problem which nearly destroyed the Republic, a problem which may never be settled with justice to the black man and with satisfaction to the white man, and which at all events will remain for generations to vex our grandchildren's grandchildren. We imported the Chinaman to dig our mines and build our railroads, and later we drove him out in rage and violence, to our humiliation and disgrace.

Last session a strong committee of cotton growers from Texas and beet growers from my own State appeared before the Immigration Committee of the House to demand the admission of Mexican laborers. The other day the same delegation appeared before the Senate committee, and it is an interesting coincidence that on the very day of the argument for the admission of Mexican laborers the newspapers were carrying a story to the effect that Japanese immigrants were being forcibly driven out of Texas.

Let me in closing picture to you the very dependable girl who stands, broad of shoulder and deep of chest, in New York Harbor. She stands there holding in her hand, you might say, a night light. In her left hand is a tablet. You might well compare her to a nurse. She has the strong back of nurses that I have seen in my own home. She is the nurse for our ideals of liberty and progress under constitutional government.

Several hundred years ago my ancestors bumped up against Plymouth Rock. The family have mostly moved West, but I have two relatives, two old ladies, who still live in Massachusetts on a farm which has been in the family for over 200 years. They have a foreman, a very capable man, by the name of Ginsidio. Most of the people in the neighborhood have similar names. There are lots of people in my own town with similar names, and mostly they are good people and good neighbors.

You go through Indiana and Ohio and you see where enormous forests have been cut down by the white men developing the country, very wastefully, to be sure. We might well take lessons from other countries where they do not allow such waste. But our middle country is now full of cities, with schools and churches and factories, enormous industries which developed the natural resources of the country at a time when it was still permitted to develop them.

Go on across through Iowa and Nebraska, where they are farming thousands of acres with tractors. A little farther on, in my country, our American pioneers discovered the golden heart of the mountains and brought water to irrigate vast areas, brought it sometimes clear across a watershed by titanic engineering works; go across the desert, follow "the iron stallions down to drink," and let me take you out to San Francisco Bay, and you will see the genius of the men of our race in reclaiming the islands in the great delta of the San Joaquin. Some islands contain 6,000 acres. They are being reclaimed by great dredges costing half a million dollars apiece, which scoop up 2 cubic yards of earth in a minute and a fraction, making of it a dike along the sides of the islands. That is all done by the men of our race, and while they have been doing it they have everywhere established American institutions and American homes. Step inside those islands and you will see there a very industrious, capable, wonderful little brown people, putting little newspaper umbrellas over each tender plant. You there have a picture of our race, devoted to certain ideas, accustomed to a certain mode of progress, working those ideas out on a tremendous scale. Other races come in who are intensive detail workers. We admire them. But that does not mean that we should give them our country.

Now, go on up the coast and you will see a great white peak arising apparently out of the sea. The Indians have a name for that peak; they call it Tacoma, "the great nourishing breast." Between the noble nurse, with her calm brow, her night light, and her tablet, standing at our eastern door, and that great, nourishing breast is the cradle of liberty under the law of equal rights guaranteed by representative government. That cradle, the hope of the world, is the God-blessed United States of America. It is our sacred trust to protect it.

The Appointed Hour Is Here: Let the Philippines Be Free.

A day, an hour, of virtuous liberty
Is worth a whole eternity in bondage.

EXTENSION OF REMARKS

OF

HON. EDWARD J. KING,

OF ILLINOIS.

IN THE HOUSE OF REPRESENTATIVES,

Monday, February 7, 1921.

Mr. KING. Mr. Speaker, more than 144 years ago the old Liberty bell rang out the great truth that our Nation was born, but not until a long and fearful struggle had taken place, were we able to stand erect and strong among the peoples of the earth.

With the rise of America, downtrodden Liberty rose to shine in a light more effulgent than before in the history of the world. To-day no sentiment rests so deeply in the hearts of the people of America as the love of freedom.

While we are upon these heights, let us not scorn the ascent by which we have risen. We have led and are leading vast armies of humanity toward a wider liberty. Let us not, then, as they trail up the mountain side behind us, fall to cast a look below us. Among this trooping throng I see the patient people of the Philippines—our friends! our admirers! and our wards!

With outstretched arms and with but one word upon their lips—the word of the patriots and martyrs of all time—the supreme longing of the ages—Liberty!

Shall we grant them the one thing of which we were so long deprived by one of the greatest tyrants in English history, George III, or shall we hold, not as this George held us by force of arms, but by conscientious desire to protect them, in any sort of benevolent slavery when the cry for liberty is so strong in them.

No nation has a right to hold another people in peonage, even though it may be argued by the professoriate that the condition is simply one of "tutelage." No nation, and especially a Republic such as ours, can justify such a course but for a limited time if at all.

A little more observance of the golden rule in national and international affairs would soon dispell that desire for exploitation, the fiercest foe of freedom in the world to-day.

Why are we in the Philippines? For years we have said we were there to perform a duty. This is the truth which none can deny. While there has been a serious difference of opinion regarding the origin of our occupation and as to what should be done in the administration of affairs in the Philippines, yet in regard to their final disposition, we have uniformly followed a policy in that distant land, since we were compelled to enter it, in the control of its public affairs, which has been proclaimed to be a national one. Such declaration comes from men high in authority in the councils of both the Republican and Democratic Parties.

The Republican Party was the party in power when the war between Spain and the United States broke out, as a consequence of our intervention in Cuba; and the acquisition of the Philippines was merely an incident of that war. We went there, declaring before the whole world that we were not actuated by any selfish desire of conquest or territorial aggrandizement, but solely by humanitarian impulses.

It has been asked many times whether we were actuated by different motives in extending our sovereignty over those distant islands than those which guided us in our relations with Cuba. Undoubtedly this would become an embarrassing question if we should become unmindful of our avowed promises to the Filipino people.

In this connection it should be recalled that in the spring of 1919 a special mission composed of the leading men of all sections and classes of the Philippines came to the United States. It had been officially designated by the Legislature of the Philippine Islands to transmit a message of that body to the Congress of the United States, reminding us of the avowed purpose for which this country entered the Spanish War, viz, "the disinterested liberation of the peoples subjugated by Spain."

The message brought by the Philippine mission contained the following language:

The American flag that waved over Cuba for lofty reasons of humanity and justice, scrupulously observed and respected after the victory, is the same flag which, when the war spread to this part of the globe, extended its protecting folds over another people anxious

for justice and liberty. And that American flag could not stand for emancipation in Cuba and at the same time for forcible subjugation in the Philippines.

Mr. Speaker, I have just read with immense satisfaction that the Filipino people are preparing to pay tribute to the memory of Admiral Dewey, our national hero, who was instrumental in the extension of American sovereignty to the Philippines. Just as the American people have dedicated monuments to Dewey in the United States, the Filipino people are going to perpetuate the memory of that great American in the Philippines by erecting a monument in his honor in Manila. The victory in that glorious battle of Manila Bay, the news of which electrified the American people, is still fresh in the minds of the present generation. It still vibrates in the hearts of our children and our children's children, and will until the close of history.

Dewey's name necessarily evokes the identity of purpose and the similitude of duty in our action in Cuba and the Philippines. And for the Filipinos the name of Dewey not only is not forgotten, because of the part he had played in the termination of Spanish sovereignty in the Philippines, but it is revered because of its association in the determination of its destinies.

Dewey brought them under American sway, and he has left a testimonial more deeply engraven in the minds and hearts of the Filipino people and in our own consciousness than if it was written upon parchment or lettered upon bronze. He placed it in our imperishable archives, where it remains undisputed, when he cabled from the Philippines to the Navy Department in the following language:

In my opinion these people (Filipinos) are superior in intelligence and more capable of self-government than the natives of Cuba, and I am familiar with both.

Putting aside all argument with regard to the ways and the form in which we acquired the power to exercise our sovereignty in the islands, we have declared from the start, in extending our jurisdiction over them, that we were not actuated by any other desire than that of bettering the conditions of the islanders, proclaiming to the four winds the doctrine, "Philippines are for the Filipinos."

In the words of President McKinley:

The Philippines are ours, not to exploit, but to develop, to civilize, to educate, to train in the science of self-government.

And in repeated declarations of Presidents of the United States there has developed a doctrine which in the last few years has become synthesized in the words "self-determination."

Mr. Speaker, we have an exalted duty to perform with respect to these people, impatient, yet peaceful and law-abiding, grateful for our benevolent policy, but at the same time anxious for freedom. To these people the Congress of the United States solemnly declared in enacting the Jones Law of August 29, 1916, that:

It is as it has always been the purpose of the people of the United States to withdraw their sovereignty over the Philippine Islands and to recognize their independence as soon as a stable government can be established therein.

This declaration has put an end to all argument and all doubt with regard to the righteousness of our purpose with respect to the inhabitants of these islands and the final disposition of their destinies. This declaration, at the same time that it ended all impassioned debates, strengthened and renewed the confidence of the natives of these islands, and has produced the best relations between Americans residing in the islands and the Filipinos themselves. Moreover, when we were engaged in the great European war, the Filipino remained loyal, peaceful, and though not legally bound to participate in our international obligations, willingly offered to share the dangers and sacrifices thereof, placing at our disposal men, labor, and money in much greater proportions than could be expected of them. This was the tangible result of the just action on the part of the Congress and the American people toward the people of the Philippines.

I desire to recall now this significant fact in order to show the sentiments of these people. At the same time that they recognize the justice of our action, they have been constrained to ask that we should be more consistent in our acts with reference to the fulfillment of the promise given them. We have promised them liberty, if they showed fitness to maintain a stable government. They claim to have presented evidence of their fitness during the last few years, since we gave in 1916 the instruments of government by the enactment of their organic law, giving them political autonomy.

The question for us to determine is whether the evidence presented is sufficient, to all intents and purposes. The Congress is ever jealous of its power and will exercise its own judgment. I am informed that the case of the Filipino people in this respect has been presented to the Senate and House of Representa-

tives of the United States in a joint hearing on the Philippines by the committees of the Senate and House, granted to the Philippine mission in June, 1919.

Authorized representatives of the Filipino people have repeatedly presented great quantities of indisputable evidence showing their fitness to maintain a stable government in the islands, not only to the various committees of Congress but also to executive officials of this Government, to various social and political organizations, and to the entire American press.

The highest official representative of the United States in the Philippines has on his return to this country made the following declaration:

I wish to state upon my responsibility as the Governor General that in my opinion there exists to-day in the Philippine Islands a stable government which I think should answer the requirements laid down by President McKinley and, as I understand it, also by Mr. Root, namely, a government elected by the suffrages of the people, which is supported by the people, which is capable of maintaining order and of fulfilling its international obligations.

To complete the evidence given by the officials directly in charge of the administration of the islands, the President of the United States in his recent message to Congress, made at the opening of the present session, declared:

Allow me to call your attention to the fact that the people of the Philippine Islands have succeeded in maintaining a stable government since the last action of the Congress in their behalf, and have thus fulfilled the condition set forth by the Congress as precedent to a consideration of granting independence to the islands. I respectfully submit that this condition precedent having been fulfilled, it is now our liberty and our duty to keep our promise to the people of those islands by granting them the independence which they so honorably covet.

At one time the Philippine question was involved in politics; the question of imperialism was in the past one for argument. But since a great American Army has crossed the Atlantic and fought on European soil, Herod has been out-Heroded. Imperialism has lost its dignity even for argument. Therefore it is fortunate that the question of Philippine independence is no longer in politics, and can therefore be dispassionately discussed and settled upon its merits.

Inasmuch as in the Philippines there is a duty for us to fulfill and fair play to grant to these worthy people, I believe the time has come to face bravely and resolutely this vital question. In pursuance thereof I introduced, on December 6, 1920, a bill, H. R. 14481, entitled:

A bill to provide for the independence of the Philippine Islands.

It is not my purpose at this time to discuss the merits of this bill, which is now in the hands of a committee of the House, which has complete jurisdiction over it.

I am convinced that our attitude in the Philippines should not be distinct from that with respect to Cuba. I also believe that it is our duty to follow in the Pacific the same procedure which we have followed in the Caribbean Sea. I find myself in complete accord with the great men who have had a hand in our affairs on both sides of the water.

Remember that 22 years ago Admiral Dewey considered the Filipinos more capable of self-government than were the Cubans, whose rights to national existence we have long since recognized.

Former Presidents Roosevelt and Taft have assured the Members of Congress that the Filipino has shown ability to learn rapidly. We have taken charge of the government of the Philippines, offering to her sons all the opportunities to familiarize themselves in the arts of government. We are a proud people and we believe ourselves the masters in the practice of democracy. We have had the Filipino with us for 22 years under our direction; and if our ability as educators and mentors is true, and if we are sincere in our declarations and promises, we have to confess that the time has come to grant to the people of the Philippine Islands their coveted independence.

This is an imperative duty which admits of no excuse. Yet this is still more urgent, inasmuch as the Filipino people are constantly asking for it; and prudence counsels that we should not make them so impatient as to alienate their confidence in us. We have nothing in common with the inhabitants of these islands, nevertheless bonds of affection bind us together, and we want to maintain the best possible relationship between the two peoples.

In the concession of an autonomous government we have won their affection and gratitude, so we can expect that, giving them their independence, we would surely perpetuate their affection and we would find ourselves free to promote a community of interests, inasmuch as they needing the products of our industry and the advantages of our commerce and in return we needing their raw materials and the tropical products which abound in the Philippines.

While I recognize that this Congress is the highest tribunal that can and ought to decide the case of the Filipino, I desire

to remind the Members thereof what our authorized public officials have said on this point.

Mr. Taft, while Secretary of War, said, in 1906:

When they (the Filipinos) have learned the principles of successful popular self-government from a gradually enlarged experience therein, we can discuss the question whether independence is what they desire and grant it or whether they prefer the retention of a closer association with the country which, by its guidance, has unselfishly led them on to better conditions.

President Roosevelt, in his message to the Congress in 1908, said:

I hope and believe that these steps (the granting of a legislative assembly and the gradual participation of the Filipinos in their government) mark the beginning of a course which will continue till the Filipinos become fit to decide for themselves whether they desire to be an independent nation.

In 1912 Secretary of War Stimson said:

The postponement of the question of the independence for the islands has been deliberately made, not for promoting our interests, but solely in order to enable that momentous question to be determined intelligently by the Philippine people in the light of their own highest interest.

Thus by declarations made by our own public officials who have charge of Philippine affairs this body has been informed and the Filipinos made to understand that they, and not us, ought to decide if they prefer to be independent or not. After having granted them a legislative assembly in 1907, where they have shown their ability, power, wisdom, and prudence to take care of themselves, and having given them further autonomy in 1916, giving them complete control of the legislative branch of the government, with power to reorganize the executive departments in accordance with the needs of the country, no further step is needed to fulfill our promise except to grant them their independence.

SPEECH
OF
HON. RUFUS HARDY,
OF TEXAS,
IN THE HOUSE OF REPRESENTATIVES,

Thursday, December 16, 1920.

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H. R. 15130) making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June 30, 1922, and for other purposes.

Mr. BUCHANAN. Mr. Chairman, I yield 20 minutes to the gentleman from Texas [Mr. HARDY].

Mr. HARDY of Texas. Mr. Chairman and gentlemen, without any particular preparation or intention to speak on this occasion, I was in the House and listened to the remarks of the distinguished leader of the majority on the floor, the gentleman from Wyoming [Mr. MONDELL], and they seemed to demand some reply. There was nothing new in the performance of the gentleman from Wyoming. He made the same old partial statement of facts and drew the same distorted conclusions and uttered the same vague, general declarations about the Republican Party purposing to effect wonderful economies in governmental administration.

There are only two ways by which economy can really be effected. One of them is to reduce the pay of the employees of the Government; the other is to reduce the number of employees of the Government; and whatever may be said about reducing the estimates of departmental officers in general terms really means nothing. But to be definite, the party in power must somewhere reduce the number of employees or somehow reduce the pay of the employees. And every move I have seen on their part in reference to the latter proposition has been to increase the pay, and I am not saying that that movement was not right. But certainly it is not in the direction of diminishing the expenditures.

And the gentleman himself in all his lengthy speech makes no definite reference to any particular class of employees or any employees which he proposes to dispense with. To take the estimates of executive officers, based on provisions of mandatory law, fairly arrived at upon such provisions, and then to deliberately refuse to appropriate to carry out the provisions of the law that the gentleman's own party is responsible for is a pretended reduction of expenditures to catch the eye of the passing public, with the full knowledge that deficiency bills must afterwards cover up the lack of appropriations to carry out the law they have placed on the statute books.

So the gentleman referred to the Army and Navy appropriation bills and to the Secretary of the Navy and the Secretary of

War in their estimates for expenditures, and they say they filed with Congress an estimate in the aggregate amounting to \$1,400,000,000. Those estimates were based upon the laws passed by a Republican Congress or suffered to remain on the statute book by a Republican Congress two years after the close of the war. God grant the day may come when the billion may be knocked off, and God grant the day may come again when even a large part of the \$400,000,000 may go, and that not by executive failure to carry out the military program prescribed by law, but by act of Congress reducing our Army and Navy.

But I rose determined to make this speech upon that particular part of the speech of the gentleman from Wyoming before this House. He attacked the estimate of the Secretary of War and said they would cut it down so much. I happened accidentally to be present in the Committee on Military Affairs when that committee was talking to the Secretary of War and asking him about his estimate, and he said to them, "Gentlemen, you Members of Congress passed an Army reorganization bill and you did not give me any option. You gentlemen put a maximum to which the Army should reach, but you passed a reorganization bill for the Army and the bill covered a wide scope for the military defenses of the United States. You said the Army shall consist of so many branches, every branch of it named, every branch of it defined, with directions what to provide in every branch, and you put that bill in my hands to execute," and for doing this it seemed to me members of the committee, because of the expense involved, were seeking, as Members are here now seeking, to blame the Secretary of War.

Gentlemen, based upon the Army reorganization bill passed by this House the Secretary of War undertook to give the country the Army which the Republican Congress declared it should have. Members of the committee said to him, "But we did not appropriate to cover that Army, and you should not have tried to get that Army." He said to them, "Gentlemen, you commanded me by your law to organize an Army of this kind. I may be wrong. It has been the custom when functions of Government were authorized and directed to be performed that the executive should not violate the law but should perform the duty assigned, and if the appropriation was insufficient bring in a deficiency measure."

Gentlemen, the whole thing looked to me very much like this, that the Congress had gone before the people with the declaration through its Army authorization and reorganization bill, "We are preparing an Army for you of 280,000 men," in order to show their zealous preparedness, and then had, on the other hand, refused to appropriate for that sized Army, and said to the country, "We have made an appropriation of only so much for the Army," in order to show economy. They are playing economy through the appropriation bills, and deficiency and sufficiency of the Army through the Army reorganization bill.

Mr. TILSON. Will the gentleman yield?

Mr. HARDY of Texas. Yes.

Mr. TILSON. Has it not been actually the fact that for many years we have had the authorization of an Army very much larger than we have ever provided for in an appropriation, so that in the case a real emergency arose the Army would be already provided for by law, and all that would be necessary would be to provide the appropriation? Now, is it not possible that that was what was intended, and is it not perfectly legitimate to make such an arrangement?

Mr. HARDY of Texas. The gentleman's question is a fair question, and the same question was put to the Secretary of War by the Military Committee while I was there. Quoting the Secretary's words, his reply was:

Secretary BAKER. The Army reorganization act, with which we are dealing at this time, Mr. Chairman, is an entirely different piece of legislation from any that we have ever hitherto had. I need not recall to the members of this committee the fact that that bill differs in every material regard from the recommendations of the War Department and of the Secretary of War. My recommendation was for a very much larger force than 280,000, but the Congress in its wisdom saw fit to fix a very much smaller force. But it adopted language and imposed, as it seems to me, upon the Secretary of War conditions of a kind that had never hitherto been imposed on any Secretary of War.

If you will permit me, I would like to call attention to a few of the instances in which this law differs from any we have ever had before and seems to me to express a positive and definite mandate from the Congress to an executive officer.

Section 1 of this act says:

"That the Army of the United States shall consist of the Regular Army, the National Guard while in the service of the United States, and the organized reserves, including the Officers' Reserve Corps and the Enlisted Reserve Corps."

Section 2 says:

"The Regular Army of the United States"—then there is this mandatory language—"shall consist of the Infantry, the Cavalry, the Field Artillery, the Coast Artillery Corps, the Air Service, the Corps of Engineers, the Signal Corps, which shall be designated as the combatant arms or the line of the Army." I will discuss that a little further in just a moment.

Section 3 starts out as follows: "The organized peace establishment, including the Regular Army"—evidently as heretofore described—"the

National Guard and the organized reserves, shall include all of those divisions and military organizations necessary to form the basis for a complete and immediate mobilization for the national defense in the event of a national emergency declared by Congress." If that means anything, it means that Congress has declared that the Regular Army, as thus described, and which is developed in its detailed description later, shall be so organized and made up as to form a basis for a complete and immediate mobilization in the event of an emergency being declared by Congress.

As you go through this act and take up its later provisions you find that Congress left no discretion to anybody as to what kind of an Army it wanted to have on hand in the event of there being a necessity for immediate mobilization. For the first time, so far as I know, in the history of military legislation, Congress undertook to provide not only the exact strength of the corps of officers of the Army but the exact strength of the several combatant arms. For instance, in section 12a, the Chemical Warfare Service is treated in this language: "There is hereby created a Chemical Warfare Service. The Chemical Warfare Service shall consist of"—it is not may, but shall consist—"one Chief of the Chemical Warfare Service with the rank of brigadier general, 100 officers in grades from colonel to second lieutenant, inclusive, and 1,200 enlisted men," a perfectly inelastic number.

In the next section, section 13, the same phrases are used, except as to its creation, in reference to the Signal Corps, which, of course, was a preexistent corps. But its personnel is stated in exact and inelastic phrases. It says that "The Signal Corps shall consist of one Chief Signal Officer with the rank of major general, 300 officers, in grades from colonel to second lieutenant, inclusive, and 5,000 enlisted men."

Mr. GREENE. Mr. Secretary, is not that intended to represent a maximum and not a minimum, not making it mandatory, because you will recall that further on in the act there is discretionary authority given to the Commander in Chief and to the Secretary of War for the interchange of men in all of the arms?

Secretary BAKER. Within 15 per cent.

Mr. GREENE. Within 15 per cent, yes.

Secretary BAKER. Quite so; but in each of these cases—

Mr. GREENE (interposing). It does not say that there shall be twelve hundred men in the Chemical Warfare Service.

Secretary BAKER. It says there shall be twelve hundred enlisted men, unless by the action of the President, under a power subsequently given, 15 per cent less than twelve hundred are taken from that corps so that they may be assigned elsewhere.

Mr. GREENE. Yes; or in fractions between 15 per cent and 85 per cent.

Secretary BAKER. Undoubtedly. The act continues in a similar manner, practically, with all the combatant arms. The Air Service is dealt with in mandatory language, and the number of enlisted men provided for is 16,000. The number provided for in the Infantry is 110,000 enlisted men, in the Cavalry 20,000 enlisted men, in the Field Artillery 37,000 enlisted men, and the aggregate of the enlisted men so provided for comes to about 280,000 men.

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Secretary BAKER. I can not allow myself to be put in the position of criticizing any of my predecessors, or any presidents, as commanders in chief of the Army, but I must say for myself, as an executive, recognizing the power and duty of Congress to fix the size of the Army, I take the mandatory injunction from Congress as the measure of my duty, and when Congress tells the country that the Army is to be organized and is to have a definite number of infantrymen, cavalrymen, Signal Corps men, men in the Quartermaster Department, Chemical Warfare people, and prescribes a very definite and intricate and elaborate system of training both for it and for the National Guard and the organized reserves in cooperation with them, I am going to try to carry out what Congress says the Army is to be.

Now, he did not do what they required of him—that is, organize an Army of 280,000 men. He was not able to do it. He lacked over 50,000 men of getting that many. And still, the appropriation economy was too great to take care of what he did get, and now he is criticized for trying to obey the law this Congress made.

Mr. SHERWOOD. Mr. Chairman, will the gentleman allow me to ask him a question?

Mr. HARDY of Texas. Yes.

Mr. SHERWOOD. That bill, I understand, provided for 18,000 officers?

Mr. HARDY of Texas. Yes.

Mr. SHERWOOD. The law designated the number of major generals and brigadier generals?

Mr. HARDY of Texas. Yes. But, General, you have me, when it comes to describing the details of a military reorganization bill, so far outdistanced that I can not answer many questions you might ask.

Mr. SHERWOOD. After the Civil War, in 1871, we provided for only 5 brigadier generals and 900 officers, when during the Civil War we had an Army of 2,212,272 soldiers. Now, I see by official report in November that we have 60 brigadier generals and 30 major generals.

Mr. HARDY of Texas. By act of Congress, is it not?

Mr. SHERWOOD. Yes; only as to the aggregate number of 18,000 officers.

Mr. HARDY of Texas. General, I think you are a little in error there; the reorganization bill provides for all the particular officers for the various branches of the service in minute detail. That is the very point I am talking about. This Congress has gone and enacted a statute law which requires the Executive to execute, and now they come and criticize him for a big Army because he has executed to the extent of about four-fifths of its requirement.

Mr. SHERWOOD. What I wanted to know was whether this is the work of Congress or the work of a war board and P. P.'s and the M. M.'s?

Mr. HARDY of Texas. It is the act of Congress, the act of this congressional body, which the Secretary of War has not executed in full. He has only about 200,000 instead of 280,000 men. Why, gentlemen, you can go out to the country and beat the tom-toms and say: "We have authorized an Army of 280,000 men. It was up to the Secretary of War to get it. And he didn't do it." You "passed the buck" to him, and then when he tries to get the Army you required you come in and say: "You executed the law beyond our purpose, because we did not appropriate enough money for so large an Army. It is true we have always met other expenditures in the Army by deficiency legislation, but we did not intend you to do that."

I heard him severely denounced here on the floor the other day by a Democrat because he raised that big Army. I understand he has 200,000 men. I know he has been trying to get them.

I want to say to the gentleman from Wyoming [Mr. Moxbell] that he is no more of a little-army man than I am. I am opposed to a great big standing Army in time of peace, and I think the Record will show that the first bill that was introduced in 1919, perhaps, to maintain an Army after the dissolution of our war Army was for 500,000 men, or 499,000, according to my recollection, and I am sure you will have on the Democratic side great assistance in reducing it down to 200,000 men, including a vast number of officers.

Now, turn to the naval bill, and you will find the same situation, with the Secretary of the Navy trying to execute the law and provide a great building program and a personnel program in consonance with the laws you have placed on the statute books. I say the time ought to come soon when we should begin diminishing in real fact both our Army and our Navy, and I thank the Providence above us that the President elect has seen proper to start to negotiate some kind of an agreement with the great nations of the world under which we may begin a diminution of the armaments of the world.

God knows that I have groaned under the burdens that this country and the whole world is bearing in the stupendous preparations for war. But we saw in France that when the United States failed to recognize or to ratify either the treaty that was proposed between England, France, and America or the treaty of Versailles—we saw France actually begin to increase the size of her army, and doubtless she now is spending more than she did before the war.

Oh, I do not care who gets the credit for it; I do not care under what guise or what party it comes. If the great nations of the earth can somehow get together and agree I am ready to vote to help gentlemen secure to-day the passage of a law or a resolution asking our President, either the new one or the present one before he goes out, to endeavor to agree with the great nations of the earth for a suspension of all naval-building programs and for a discontinuance of all increases in the army.

Oh, somebody says—I think I heard it suggested—that the Secretary of the Navy may be opposed to that, and the Secretary of War may be opposed to that.

That may be so. I know that having beaten the tom-tom, having beaten the big drum and blown the bugle for all these years for great preparedness for war, every time a naval bill or a military bill comes up, it would not be strange if you have imbued the Secretary of War and the Secretary of the Navy with the idea of a big Army and a big Navy. About this time we usually have war danger. It used to be from Germany, and more often from Japan. And we are hearing that Japan now says that while the United States continues to increase her Navy she must bend her back under a heavier burden for a Navy. Oh, my countrymen, if we can do no better, let us negotiate a new treaty with those nations with nothing else in God's world in view except to reach an agreement to decrease the armaments, the armies and navies of the big nations of the world.

Let me tell you: The gentleman from Wyoming [Mr. Moxbell] speaks of the estimates. He says the estimates of the Secretary of the Navy and the Secretary of War amounted to \$1,400,000,000. It is an outrage and a monstrosity and indecency that the great nations of the earth should continue to bend their backs under competitive preparations for war when they could get together and agree to stop the expenditure. I am making this talk because I just wanted to put the Secretary of War and the Secretary of the Navy right before the people, and show that if their estimates are large they are large because they are in consonance with and not in violation of the laws which Congress has passed.

Oh, I do not know; it may be that the Secretary of the Navy has finally got his head full of the idea that we have got to have the largest Navy in the world. The Secretary of War may think that in time of peace we should hear the tramp of military forces all over this land. I do not know, neither do I care. There are other ways in which we can reduce expenditures. I think one was a subject touched upon by the gentleman who preceded me, Mr. FREAR, the gentleman from Wisconsin. We can turn loose the Philippines.

Mr. SHERWOOD. Is it not true that we passed through a four years' war, the greatest war in all history, when all the great navies of the world were involved, without a single great naval battle being fought?

Mr. HARDY of Texas. Yes, General; and if you will just permit me to express my view about it further, I will say I do not think it is likely that the great battleships and dreadnaughts will ever be engaged in battles with each other.

I think the burden of the World War was borne by those small torpedo-boat destroyers and the small craft that convoyed our transport flotillas across the ocean. I think what we now need is more destroyers, to serve as the "wasps of the sea," that can meet the attacks of the submarines. We can effect great economies by curtailing great Army and Navy programs. Great battleships and great fortifications may not be obsolete, but they are far less effective protection than they used to be. We could afford to turn loose the Philippines. Corregidor is the great fortification that we have over there, and we will keep it up as long as we keep the islands, and yet with the present efficiency of the flying machines they could drop bombs on Corregidor, and notwithstanding the great guns that we have emplaced in the harbor to prevent the approach of hostile vessels to the harbor, we can not guard the skies.

I believe that the holding of the Philippines to-day is a great expense to the Federal Government, and I do not believe that the compensating good to America, if there is any, amounts to a tithe of the expenditure and evil that comes to us from their possession. It puts our frontier away out there, as the gentleman from Wisconsin said, 10,000 miles from the seat of the government, 6,000 miles from our nearest seacoast, 3,000 miles from that island in the sea that is a sort of breastwork, where we have fortifications, that eastern island that is nearest to us, the island of Hawaii.

We go three or four thousand miles beyond that and plant our flag right up against the bosom of the great Asiatic Continent on a little group of islands where we have no interests—racial, religious, or otherwise—and for some strange unknown reason we seem to say we are going to hold those islands. They would be an easy subject of attack if we ever got in a war; and, as said in the article by Mr. Roosevelt which was read here, our own presence there and conflict with the nations behind her, is more likely to cause her to be a subject of attack than her independent existence. I can understand why Great Britain fortified Gibraltar and wants to maintain and retain it, because beyond Gibraltar, on beyond the Mediterranean, she has her great possessions and trading privileges in India, which would be threatened by the hostile possession of the fortress of Gibraltar.

The CHAIRMAN. The time of the gentleman has expired.

Mr. HARDY of Texas. I would like five minutes more.

Mr. BUCHANAN. I yield to the gentleman five minutes more.

Mr. SHERWOOD. Will the gentleman yield?

Mr. HARDY of Texas. I yield to the gentleman from Ohio.

Mr. SHERWOOD. The law provides for 30,000 men for the Coast Guard. Now, we have had two foreign wars since the Coast Guard was established, but no gunner in the Coast Guard has ever been called upon to fire upon any object except the Atlantic Ocean. What is the need for keeping those 30,000 men in the Coast Guard?

Mr. HARDY of Texas. I think I am in hearty accord with the gentleman from Ohio. What I was going to say was that if an amendment could be adopted providing that no force shall be organized which is greater than that which the appropriation bill provides for, then the Army would be limited by the appropriation bill.

But I want to say that the gentleman who attacked the Secretary of War for conforming to the law has not treated the Secretary fairly, and it seems to me he has not treated the country quite frankly.

In conclusion let me say in reference to the Philippines that I believe I agree with everything the gentleman from Wisconsin [Mr. FREAR] says. We have got no use for those possessions. We have a great fortress at Corregidor. The gentleman says we have got 20,000 men there. It costs \$2,000 a man to maintain our Regular Army. That is \$40,000,000 a year that we are

spending to maintain a military force there if I have not made a mistake in the calculation. Is it not time we were giving them their independence? They are kindly toward us. Everyone there was friendly and everyone is now. Give them their independence and they will feel that they owe their all to the people of America, and nothing good for America could be asked at their hands that they would not be disposed to give. Our property owners over there are opposed to granting them their independence. I want to see how the spirit of economy shows up when the bill for the independence of the Philippines comes up, to see who votes for it and who votes against it. I want to see the Republican Party quit devoting its whole time to cheese-paring and fault-finding and begin to develop some real plans and policies for economy and reconstruction.

Mr. DENISON. How does the gentleman feel about Hawaii? Suppose the people of Hawaii want their independence.

Mr. HARDY of Texas. Hawaii occupies a different position. Mr. DENISON. What different position, if they want their independence?

Mr. HARDY of Texas. As England fortified Gibraltar so that she might maintain her way across the Mediterranean, so Hawaii is worth our while to fortify. It is only a comparatively short distance from us. It is only half the distance from America that it is from Asia or Japan. It would afford an enemy seeking to attack us from the other side a coaling place, a way station, and substantial assistance. We stand behind Hawaii, as it were, she being our fortification in front of us. But when you get over to Manila, we are away beyond our borders and practically in the bosom of our potential enemies. We could not defend our possessions there from any powerful oriental enemy. Manila is farther away from us than Shanghai is—farther than Tokyo. On the other hand, Hawaii might be a somewhat defensive aid to us. That is the only difference I know of, from the viewpoint of America, except that it is a mid-ocean station for our merchant ships and a gem of beauty among islands of the oceans.

Mr. DENISON. Then the wishes of the people would not enter into the question?

Mr. HARDY of Texas. Yes; but the wishes of the people of Hawaii are very different from the wishes of the people of the Philippines. In Manila they want independence. In Hawaii I think they are all perfectly satisfied with conditions as they exist, and there are thousands more white people there in proportion to the total population than there are in Manila; besides that, there has never been any promise or obligation to Hawaii. We have taken them—and Hawaii is really a white man's country. Honolulu is an American city—the last, the most westward American city. [Applause.]

Mr. HARDY of Texas. Mr. Chairman, I think I have a right to set myself right. I never thought of contending that an executive officer had the right to disregard a law of Congress; but I did say and do think that where the law and the mandatory authorization of Congress ordered him to do a certain thing, and Congress through its appropriating committee appropriated not enough money to do that thing with, it was his duty to obey the authorizing and mandatory law, and in such case I have seen in a number of instances a deficiency bill brought in. I have seen that under both administrations.

I call the attention of the gentleman from Wyoming [Mr. MONDELL] to this reading:

The Infantry shall consist of 110,000 men, organized into such units as the President shall direct.

The Cavalry shall consist of a certain number. The Field Artillery, and so forth, shall consist of a certain number. The gentleman from Vermont [Mr. GREENE] says that is qualified, however, by another section of this law, in which statement, I think, he is in error. The law says:

Officers and enlisted men shall be assigned to the several branches of the Army as hereafter directed, a suitable proportion of each grade in each branch, but the President may increase or diminish the number of officers or enlisted men assigned to any branch by not more than a total of 15 per cent: *Provided*, That the total number authorized in any grade by this act is not exceeded.

I take it that that means that the Secretary, without direction of the President, must fill up the grade as directed in the mandatory paragraphs of the law, but that if any deficit in any branch exists the President may fill out that branch by transfer from others. It may have been that he was wrong in supposing that he, as Secretary of War, should be governed not by the law but by the appropriation; but I happened to hear the discussion between the gentleman from Vermont [Mr. GREENE] and the Secretary of War, in which the Secretary stated that he took this statute to be mandatory. And while I did not hear the conclusion of the argument, it seemed to me from what I

did hear that the Secretary sustained his ground rather better than the gentleman from Vermont did.

But, after all, the gentleman admits that the enlistment is regular and valid, and my recollection when this bill was passed was that when the maximum was placed it was understood that that should be striven for, but it was stated very generally that it would be difficult to obtain.

We passed a law in 1916 authorizing 175,000 men as the size of the standing Army, and it was then stated that we should not get that many, but the Secretary was expected to try for it. The whole Democratic Party has been criticized for not getting the full 175,000 in 1916. Notwithstanding, the Appropriations Committee most likely appropriated for only what they thought would probably be obtained, and if the Secretary in 1916 had succeeded in securing the total number, which he never did, there would have been a deficiency then, and yet everybody would have applauded the Secretary for having obtained the 175,000 that were then authorized.

What I am striving for is to show that the Secretary of War did what he believed to be his duty, not in contravention of what Congress had ordered, but in obedience to what he conceived Congress had instructed him to do.

EXTENSION OF REMARKS

OF

HON. CHARLES SWINDALL,
OF OKLAHOMA,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, December 22, 1920.

Mr. SWINDALL. Mr. Speaker and gentlemen of the House, I have lived in western Oklahoma for 23 years. The eighth congressional district is one of the largest agricultural districts in the United States. The world at large had not given much thought to the farmer and what he was doing for it until the great World War. Then it was learned that the farmer was one of the most vital factors in the success of the war, because the world had to be fed. The farmer was not asking that his hours of work be limited. He was working from early morn until late at night. The fathers, mothers, and daughters were performing the labors on the farm, while the patriotic son had answered the call of his country, and marched away to be a soldier. The farmer was not keeping posted on the market, and was not trying to do so. He was trying to do his part to help win the war, and he did it. Now that it is costing him more to produce his wheat, corn, Kafir corn, and milo maize, and his hogs, sheep, and cattle than he can sell them for upon the market, and he is calling upon us as the Representatives of the people to aid him by passing this emergency tariff, some of our good friends are opposing it because they say it will not relieve the distressed conditions in the large cities and in the manufacturing districts. The Representatives living in the manufacturing districts seem to think this bill will work an injustice upon the manufacturer. I can not agree with them upon this point. If the manufacturer is required to suspend operations temporarily he will still have his machinery; but, if the producer is required to dispose of his cattle, sheep, and hogs, he has nothing left; and, in addition to that, at the present prices, his crops and live stock will not liquidate his debts. We had said we were for getting the farmer back on the farm. We can not expect to do this until we can show to the farmer that we have safeguarded his enterprise by protecting the fruits of his labor, so he may receive a reasonable return upon his investment and the labor expended by him in producing his farm products and live stock.

It is my humble opinion that in the marketing of his products the producer must be placed on a footing with the manufacturer and the buyer. I believe that sufficient storage warehouses for cotton and wool and elevators for grain must be provided at primary points to carry the peak load in the distribution of the product. These warehouses and elevators should be preferably under private ownership. But if private capital is not forthcoming they should be under State or National ownership and under State or Federal supervision.

As a rule, the farmer's products move to the market when there is a great congestion both in the money market and traffic conditions. This necessarily operates to his disadvantage in the sale of them.

The Government should pass laws prohibiting the gambling in futures. The Government should circulate bulletins in all

agricultural sections showing the amount of grain that will be required for export and for home consumption, based upon the reports of previous years, so the farmers and live-stock growers might know whether or not it will be for their best interests to sell or hold their products.

Then the products of the American farmer should be protected by a just and reasonable tariff that will prevent the importing into the United States of wheat, corn, cattle, sheep, frozen meats and hides, and other agricultural products, and selling them upon our markets at less than our farmers may produce the same and sell at a reasonable profit.

We can not produce cattle, hogs, and other live stock in the United States in competition with the countries shown in the investigations in this case where the producer is not required to feed them, neither can we produce crops and live stock in competition with the countries where the scale of wages is much less than it is here.

As far as the manufacturer is concerned we feel that he and the consumer should be interested in the passage of this measure. If the producer is called upon to sell his products at a loss, then he has no funds with which to purchase the goods of the manufacturer, regardless of how cheap the manufacturer may offer the same for sale upon the market. So, also, with the consumer; if the producer in the United States is forced out of business, then the producers in foreign countries will raise the price of their products.

We all realize this bill is not intended as a permanent tariff measure but only as a temporary relief for farmers and live-stock growers chiefly. After March 4, 1921, President elect Harding will convene Congress in extra session and will outline the policies of his administration. So I am in hopes the Members of this body and the Members of the body in the other end of this building will pass this measure as speedily as possible. If such a course is taken and the President approves the same I am sure it will relieve a very much distressed condition in the district I have the honor to represent.

Improvement of Miami Harbor.

EXTENSION OF REMARKS

OF

HON. WILLIAM J. SEARS,
OF FLORIDA,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, February 9, 1921.

Mr. SEARS. Mr. Speaker, I desire to thank my colleagues for permission extended me to have printed in the Record data prepared by the Miami Chamber of Commerce relating to the necessity of prompt improvement of the harbor at Miami, Fla., by the Government. In doing this I am departing from my rule, and the only apology I have to offer is the fact that this statement was prepared by those thoroughly familiar with conditions and is presented in a much clearer light than I could present same. I am sure my colleagues will read the statement with a great deal of interest, and I earnestly hope they will carefully study and consider the same.

I am not inserting in the Record all the information furnished me by the chamber of commerce, because the same is too voluminous, but I will take pleasure in showing the same to any Member of Congress who may be interested, if he will notify me of his desire to see the entire data.

To show you the citizens of Miami are in earnest, I am quoting part of a statement signed by a large per cent of the merchants and fruit growers: "If adequate steamship service was provided between Miami and New York of two ships each week, I would ship — per cent of my whole crop by steamer." These statements are signed in the presence of witnesses, and it is estimated that said parties have agreed to ship more than 60 per cent by steamer if they can secure the necessary depth.

I also call your attention to a partial data on everglades under cultivation in the vicinity of Lake Okeechobee, together with letters from Thomas J. Peters and Tamiami Railway.

Let me call your attention to the fact that Florida is rapidly engaged in the work of completing her drainage system, and it is only a matter of a very few years until several million acres of additional land will be ready for cultivation and will be in cultivation if transportation facilities are provided.

Mr. Speaker, many times my colleagues, when I referred to Miami as the "Magic City," have wondered if I had not exag-

gerated conditions there. I am satisfied that after reading the statements to which I have referred they will be thoroughly convinced I only in part painted the picture. It is truly the Magic City of the United States and, together with the entire southern section of Florida, is rapidly being known throughout the entire world as the all-year playground of the world. Each winter thousands and thousands of tourists from every State in the Union and from many nations of the world pay this wonderful east coast section a visit, and I doubt if there is among my colleagues a single one who does not have some former constituent and friend who now resides in my district and who is interested in the growth and advancement of said district.

The many thousands of tourists who are now in the State, and especially those at Miami, will soon begin to return home and I sincerely trust they will make it convenient to speak a good word for this wonderful section and the possibilities of the harbor at Miami if proper recognition is given by the Government.

The growth there is not a mushroom growth, but is backed by such citizens as the Derrings, of Chicago; Carl Fisher, of Indiana; W. J. Bryan, of Nebraska; and many more, too numerous to mention. I only wish space would permit me to name all of those who have assisted in making this wonderful growth possible. To omit the name of the late Henry M. Flagler, who was the pioneer of all pioneers, would be only gross ingratitude.

Only recently President-elect Warren G. Harding and Senators Watson, Cummins, and Frelinghuysen, and others, paid a visit to this section, and no doubt they will indorse every statement incorporated in my extension of remarks. I am also satisfied my colleagues in the House who have been so fortunate as to visit this section will add their indorsement.

Mr. Speaker, I am reliably informed, if this improvement is made by the Government and proper recognition given the Miami Harbor, a line of boats equipped with the most modern cold-storage equipment will be placed in service and will make regular trips from Miami to Baltimore, Philadelphia, and New York and other Atlantic ports, and thousands of crates of fruit and vegetables now going to waste will be carried to my northern friends at a greatly reduced price.

When I look into the past it is only a matter of a few years when New York City was but a small village, and at that time no doubt many doubted the wisdom of expenditures by the Government for the purpose of making any improvement on her harbor, but her wonderful growth has thoroughly demonstrated the wisdom of the course Members of Congress then adopted.

With millions of acres of the most fertile land to be found in the world at and near Miami Harbor, I state with full confidence and with all sincerity there is no doubt in my mind if you will make the necessary appropriation so as to properly improve the harbor at Miami you will live to see the day when that little city, now having a population of 30,000, will show the wisdom of your action.

If after reading the statement prepared by the Miami Chamber of Commerce and letters to which I refer, if the same meets with your approval and your indorsement, I assure you I will appreciate it if you will call same to the attention of your friends.

PROPOSED MIAMI HARBOR IMPROVEMENTS—WHY A DEPTH OF 25 FEET OF WATER SHOULD BE DREDGED TO THE MUNICIPAL DOCKS OF THE CITY OF MIAMI, FLA.

Miami is the metropolis of southeastern Florida.

Along a seacoast of nearly 600 miles, between Jacksonville and Key West, Miami is the only point at which deep water can be practicably and economically provided to create a harbor of refuge for coastwise ships and for naval ships of the United States Government. There is no doubt but that a great number of ships that have been blown ashore by hurricanes on this coast could have been saved if a port of refuge with sufficient depth of water had been provided.

Miami is a strategic location for naval patrol during time of war, as was proven during our recent World War, when the Florida Straits were patrolled from Miami to the Bahama Islands, a distance of only about 50 miles, by submarine chasers and airplanes.

Miami is the most southern city on the mainland of the United States where fresh water may be obtained, and in this it has a great advantage over the city of Key West in accommodating naval ships or ships of commerce.

The inland waterway along the east coast of Florida, of which waterway Biscayne Bay is a part, would be of great strategic value in time of war and will assist in acting as a feeder to a deep-water port at Miami.

Within sight of the entrance to the Miami Harbor several lines of steamships ply between northern and Gulf and Caribbean ports which would make Miami a port of call if there was sufficient depth of water to permit them to enter, and this would give the port of Miami a ship service which would accommodate an enormous amount of passenger and freight traffic.

Southeastern Florida is served by a single-track railway, and at times this railway becomes badly congested with freight and passenger traffic and it is inadequate to accommodate the transportation needs of this section.

Eight years past, when this city entered into agreement with the United States Government to dredge, at the expense of the city, a ship

channel to 18.9-foot depth across Biscayne Bay and with the understanding that the Government would dredge to 20 feet from the east side of Biscayne Bay out to deep water, it was then thought that this depth of water would allow the coastwise ships, which pass in sight of this city, to enter on the above depth of water. However, we now find that the steamship companies are using ships of a draft that will not allow them to enter on the above depth of water, and that it will be necessary to secure at least 25 feet of water before these ships may be accommodated.

The work on the above contracts has been greatly delayed by the war conditions and it is just now being completed, and for this reason the port of Miami has been unable to make anything like the showing in tonnage that would have entered and departed from this port if the contracts on these projects had been pushed to completion some years past. However, Miami has made a wonderful increase in port tonnage, even handicapped as she has been without a sufficient depth of water to accommodate boats which would like to enter this port.

The national census of 1910 gave Miami a population of less than 6,000 and Dade County a very few thousand more, and for this reason this city and this section has been considered of small importance from the standpoint of population, and it has been almost impossible to secure proper recognition for the needs of this section. However, the recent census has proven that this is the fastest growing section of the United States, as Dade County leads all counties in the United States, with an increased growth of 258 per cent. The city of Miami has shown the wondrous growth of 440 per cent, which is a greater growth than any city on the coast of the United States, and, in fact, a greater growth than any city which was not built from an oil boom or which was not the overflow of some larger city adjacent to the same.

For the above reasons we believe that this section is entitled to recognition and assistance in developing water transportation to accommodate the needs at present, and the development should keep pace with Miami and the surrounding country in its future progress.

The port of Miami should accommodate shipping from an area of about 5,000 square miles of the richest agricultural lands in the United States, and which lands are now being developed, roads are being built, water transportation is being provided, and short-line railways, to bring freight to this port, are being negotiated. All of the above will act as feeders for the port of Miami.

MIAMI'S WATER FRONT AND DOCKS.

The city of Miami now owns 1,125 feet of water front between Bay Street and Third Street, where the municipal docks are located, and have expended \$70,350 in procuring the same.

The city of Miami has just closed a deal with the Florida East Coast Railway Co., whereby they have purchased 3,100 feet, or eight city blocks, additional water frontage on Biscayne Bay, at a cost of \$1,000,000. This gives the city of Miami ample water frontage to accommodate future harbor development on the west side of Biscayne Bay.

The municipal docks at present consist of a thousand-foot concrete pier, which is now in use, and a steel warehouse, 58 feet by 250 feet. The enlargement of the city docks is now financed with a fund, \$400,000, which the city has bonded for, and the plans call for building one new slip with docks on both sides, and we now have a double-track railway switch on the present pier connecting with the Florida East Coast Railway. In addition to this the Florida East Coast Railway Co. has a pier with a 700-foot abutment and has a channel at both ends of same. Most of the small shipping interested have docks up the Miami River.

The Miami Steamship Co., which runs to Jacksonville, Fla., has their own docks up the Miami River.

The Miami Canal is being dredged to a width of 90 feet and to a depth of 13 feet from the head of the Miami River to Lake Okechobee, a distance of about 78 miles, and this canal will open up one of the most fertile agricultural regions in America. Along this canal we now have an 11,000-acre stock, hog, dairy, and poultry farm, which is being developed by James H. Bright and Glen H. Curtiss. The Russian colony is developing an area of 11,000 acres for the growing of vegetables and raising of stock and hogs. The Pennsylvania Sugar Co. is developing a tract of 9,600 acres on the banks of this canal, and has purchased a total acreage of 126,000 acres, and propose building a large sugar mill the coming year, and from present indications a very large area of the Florida Everglades will be in sugar cane at an early date, and this means that we must have adequate water transportation to accommodate this enormous increase of tonnage which is being developed in this section. We wish to call your attention to a letter from Van Allan Harris, manager of the Pennsylvania Sugar Co., which gives you some idea of their development and needs from a large shipper's standpoint.

A very large acreage of Everglades land around Lake Okechobee is now under cultivation, and we herewith attach data on a partial amount of this acreage which will show the present tonnage and their estimated tonnage for 1924. The said data will also specify the proportion of this tonnage which would naturally be shipped down the Miami Canal and out through the Miami Harbor as soon as this canal is completed.

The citrus fruit industry in this section is increasing yearly by leaps and bounds, and it will only be a few years until the handling of the increased tonnage of fruits from this section will be a problem for the transportation companies.

We have gone into the above matter thoroughly and secured from a partial number of the growers in this section a list of the number of crates shipped for the year 1919 and the estimated number of crates which will cover the natural increase in the bearing of young groves for the years 1920 to 1924. We also show on this data the percentage of this product which the shipper would prefer to ship by water transportation out through the port of Miami, and we also have an estimate on the number of crates which were lost on account of inadequate transportation services the past year, covers delayed shipments on account of railroad congestion and shipments in common freight cars instead of refrigerator cars, which caused the fruit to freeze en route, and we contend that all this loss could be averted if we had a sufficient depth of water in the Miami Harbor to allow coastwise ships to make the Miami Harbor a port of call, and which depth of water would give us adequate ship service, to accommodate fruit shipments, of at least 20 ships per week, which are necessary to ship fruits and vegetables to the best interest of all concerned.

We also attach herewith data on part of the shipments of vegetables from this section which were shipped during the past year and also have included in this data the number of crates which were lost on account of inadequate transportation which would cover failure to secure refrigerator cars and fruit freezing and the congestion on railroads on account of inadequate transportation, and this great loss could be eliminated by the securing of a sufficient depth of water in

the Miami Harbor to accommodate coastwise ships. We also show on this data percentage of the crops shipped which the growers would prefer to ship by water transportation to northern ports.

We wish to call your attention to a letter from E. N. Webb, president of the East Coast Growers' Association, stating the transportation conditions in this section, and also statement of Thomas J. Peters, largest grower of winter vegetables in Florida, and also statement of Dorn Bros. Co.; Larkins and Redland Citrus Exchange, of Homestead; and the Standard Growers' Exchange, of Miami.

Regarding import and export shipments by wholesale and retail dealers in the city of Miami, we attach herewith data on the same which shows the total tonnage received by these business firms and also the percentage of their total shipments which they would prefer to ship by water transportation, providing we had a twice weekly service to and from New York City and service from southern ports.

You will please note that all of the above shippers have signed the data before a witness.

Regarding shipments for the past year, these are actual shipments, and not estimates, and for this reason we think it should have more weight with your decision than ordinary estimates which are furnished.

You will note that the total boxes and crates of fruits and vegetables shipped by the growers from whom we have data (we doubt if we have data for more than 40 per cent of the total) amounts to 1,696,260 boxes and crates, and the growers have specified that they would ship on an average of 66½ per cent by water transportation through the Miami Harbor if we had proper ship service, which would mean that they would ship a total of 1,125,185 boxes and crates by water, and it is estimated from those from whom we have not the data, an increase of 100 per cent. This amount could easily be doubled if shipped through the Miami Harbor, making a grand total of 2,250,370 boxes and crates of fruits and vegetables.

The total estimated value of fruits and vegetables shipped by the growers from whom we have the data would amount to \$4,109,700.01, of which amount, they have signified, 66½ per cent would be shipped by water transportation if possible, amounting to \$2,726,101.01, and to double this amount, as above explained, would mean a grand total, in value of fruits and vegetables, of \$5,452,202.02.

The growers have also given data on their imports of fertilizer, which they would like to receive by water transportation, and the total amount given in the data is 115,657 tons. The estimated amount of 100 per cent received by people from whom we have not the data would make this a grand total of 231,314 tons.

Regarding the losses sustained by the growers on account of inadequate transportation facilities (delayed and frozen en route and left in fields on account of insufficient cars), we only have this data from a few shippers, and the same amounts to 337,908 crates of vegetables lost at a total value of \$861,107.

We believe that the above information should appeal to our Government from a standpoint of preserving produce and reducing the cost of living, as there is no doubt but that these crops could be shipped with practically no loss if we had the proper depth of water to accommodate coastwise ships in the Miami Harbor.

As the Government census proves without a doubt that this section of the United States is developing faster than any other section, it is just as sure that the fruit and vegetable shipments will continue to increase as fast in the future as they have in the past 10 years, and with the new development of sugar cane in this country and the building of sugar mills near Miami, should convince anyone that this section needs additional transportation facilities.

Regarding the data on imports and exports by the business firms of the city of Miami, we find that the shipments received by the business firms of the city the past year amount to 428,709 tons, and the value of these shipments amount to \$8,701,057. You will note by the data that the business firms of Miami agree over their signature to ship 74 per cent by water transportation if a ship service of two ships per week to New York, in addition to the present line from Jacksonville, is provided, and this would make a total of 317,254 tons which they agree to ship by boat, making merchandise of a total value of \$6,438,782.18 to be shipped via water by the business firms of Miami. A great majority of the merchandise used by the business firms of this city and section is shipped from northern States, likewise the products of this section find the best markets in northern States, and it would be necessary for us to have service to and from New York, or other northern ports, to accommodate this shipping.

We are at a disadvantage to show anything like the amount of tonnage that would be shipped by water as the port of Miami is so far from northern ports that small ships of shallow draft are not practicable, and for the same reason it is necessary that we have a depth of water to accommodate coastwise ships, as the distance is very great for a direct line, and the necessary time for a return trip would take a number of boats to give us anything like the service that would accommodate the demands of fruit, vegetable, and merchandise shipments; and it is the same with passenger traffic, of which there would be a wonderful business if we only had proper ship service. There are thousands of people in the North whose systems are probably weakened from the cold climate and who would like to spend the winter in southern Florida if they could be provided with comfortable and reasonable boat transportation to a southern port like Miami, and in providing a deep-water harbor at Miami we feel that it is accommodating the northern resident as well as the southern.

We have not compiled data from but a very few of the outside towns and cities along the southeast coast, which would naturally ship through the Miami Harbor if we had adequate ship service, but we estimate that this business should about double the figures given by the Miami business firms, or possibly more.

We believe that the Miami Harbor would accommodate ships to a point 150 miles north of this city and from a distance of 50 miles south of this city, and that transportation by canal into the Everglades as far as Lake Okeechobee, and to the western line of Dade County, through the Tamiami Canal, and we also anticipate a large amount of shipping of cypress timber from the big cypress swamps, which lie about 40 miles west of Miami, and to which section a railroad project is now under consideration. There are many billions of feet of fine cypress timber in the above area, and we believe that the most practicable route for taking out this timber is through the Miami Harbor, and this would add greatly to the business of the port in the future.

We attach herewith a report on business done through the Miami Harbor the last fiscal year, which amounted to _____ tons, valued at \$_____. We also attach to this data a report of ships entering and departing from Miami.

We are also attaching to this data a report of the number of passengers secured at Miami for foreign countries and also the number

of arrivals. This, in our opinion, is very small in comparison to the business that could be done at this port with a sufficient depth of water.

At the present time this section of Florida is burdened with a very heavy freight rate on account of only having one railroad and the fact that everything has to be hauled over this road, a distance of 365 miles, after arrival at Jacksonville, Fla., and this applies in the same way to shipments of produce which is grown in this section. This condition could be relieved by providing a depth of 25 feet in the Miami Harbor, and agricultural and stock-raising pursuits would be encouraged by providing reasonable transportation for the same.

Some years past the farmers in this section had in large acreages of pineapples, and the same proved to be a very good business until the island of Cuba began to raise pineapples, and the water freight rate from Cuba to New York was about half the freight charged to the growers of south Florida, and to-day the farmers have been practically forced out of the pineapple culture on account of high freight rates to northern markets. We would judge that 98 per cent of the pineapple business of southeastern Florida has been killed on account of the above conditions.

As competition increases in other pursuits of our farmers in this section, the burden of very high freight rates will react on them with other crops as it has with the pineapple, and for this reason we wish to urge the development of the Miami Harbor.

The drainage of the Florida Everglades is progressing and has reached the point where many thousands of acres are now available for agricultural pursuits, and the same are being developed at a rapid pace. It is a hard matter for anyone to realize the possibilities of this great area of black-muck everglade soil which lies west of this city, the same amounting to over 3,000,000 acres, and the present interest shown by such large corporations as the Pennsylvania Sugar Co., after their experts had made thorough examination of the same and which examination extended over a period of many months, will insure the development of this part of Florida to continue.

The lands of Dade County are varied and are suitable to the growing of many tropical fruits and vegetables. We have the high pine lands, the marl prairie, the hummock, and the red lands, which is adapted to citrus groves, avocado groves, pineapples, bananas, and vegetables of all kinds. This section of Florida probably ships more vegetables than all the rest of the State on account of the very mild climate in winter and the rich soils that we possess.

We would like to call your attention to the great amount of saving to the shipper or to the consumer of vegetables and fruits, if only 10 cents per crate could be saved in the present freight rate from the number of crates, for which we have the data amounting to 1,696,260 crates, would make a total of \$169,626, and the estimated number of crates which would be shipped through this port, amounting to 2,250,370 crates, would make a total of \$225,037; and if there was a saving of 50 cents per ton on merchandise which would be shipped by water, as shown by our city data, this would make a saving of \$158,627, and on the additional estimated total amount for this section, \$317,254. The above great saving on fruit and vegetable shipments would amount to a grand total of \$542,291. Even 50 per cent of the above amount would pay 5 per cent interest on over \$5,000,000.

For the above reasons we consider it a business proposition for the Government to complete the Miami Harbor to a sufficient depth to take care of the business from a practical standpoint.

We understand that the United States Government has expended about \$1,000,000 on the Miami Harbor improvements and the city of Miami has expended and appropriated over \$1,000,000 on improvements in the Miami Harbor, including docks and channel, and which would give the harbor a depth of 20 feet through the Government cut and 18.9 feet across Biscayne Bay; and we believe that the citizens of Miami, who have taxed themselves to the extent of over \$1,000,000 for harbor improvements, have proven their faith in the fact that we need an adequate harbor, and we believe that the citizens have done more than their share in proportion to what has been done by the citizens who have secured assistance in developing other ports along the coasts of the United States, and for these reasons we believe that the United States Government should provide funds at the earliest possible moment to dredge the Miami Harbor to a depth of 25 feet and to widen the channel across Biscayne Bay to a width of 200 feet, which would give this city harbor accommodations for coastwise ships and would provide a harbor of refuge for merchant and naval ships in a time of stress.

We wish to urge the great necessity of securing proper depth of water at the earliest possible moment. To delay the work of providing 25-foot depth of water in the Miami Harbor will work a hardship on the shippers of this section. To delay this work will mean that the great outlay of \$2,000,000 and over, which has now been expended or appropriated for the development of the Miami Harbor by the Government and by the city of Miami, will not accommodate shipping to an extent of more than 25 per cent of the real demands of this section, as compared with the possibilities with a depth which will accommodate coastwise ships. To delay this work will mean to retard progress in creating business for our much-needed merchant marine. To delay this work will mean to jeopardize the interests of the United States from a strategic standpoint in case of war. To delay this work will mean to retard the growth of Miami, Dade County, and adjacent territory of southeastern Florida, when Dade County has been shown to be the fastest growing county in the United States the past 10 years.

We hope to have your early consideration of the facts as presented to you herewith.

MIAMI CHAMBER OF COMMERCE,
Per E. G. SEWELL, President.

Approved by board of directors of the Miami Chamber of Commerce in session October 1, 1920.

GUY W. LIVINGSTON,
Managing Secretary.

PENNSYLVANIA SUGAR CO.,
Miami, Fla., October 1, 1920.

Mr. E. G. SEWELL,
President Miami Chamber of Commerce, Miami, Fla.

DEAR SIR: This company has purchased 100,000 acres of Everglade lands along the Miami Canal for the development of sugar plantations with the necessary cane cultivation and sugar factories.

The reason for our locating in this vicinity is because the Miami Canal leads into Biscayne Bay, by way of the Miami River, giving us water transportation from our future mill sites to the harbor of Miami.

The freight rate on sugar from Cuba to New York or to Philadelphia, where our refinery is located, is 50 cents per hundred pounds. The

freight rate from Miami to Philadelphia on sugar by rail is \$1.81, or more than three times as much on 100 pounds of sugar from Miami to Philadelphia under present conditions as from Cuba to Philadelphia.

We started active operations in April of this year, although we had done some work before that time. We now have 600 acres planted in sugar cane and are planting at the rate of 200 acres per month. Our expenses for cultivation and other development work amounts to over \$30,000 per month.

We are going ahead on this development on the supposition that Miami will have a deep harbor within the near future. If Miami does not have deep water by the time that the price of sugar drops to normal, we will not be able to compete with Cuban sugar, and sugar development in Florida will be a failure.

We have purchased a raw-sugar mill in Texas, which when erected here with the improvements which will have to be made to modernize the factory will cost us \$1,500,000. This factory will have a daily capacity of grinding 1,000 tons of cane and producing 100 tons of sugar per day.

We are going ahead with our cultivation work, but our directors are not disposed to move the factory until we have some solution of the freight-rate question. No sugar company can afford to pay \$250,000 more freight in a grinding season than it would have to pay in Cuba. We must have water transportation from Miami in order to compete with Cuban sugar. There will be no difficulty in getting water transportation if we have a harbor with 25 feet of water.

We have only spoken of our first development, with a 1,000-ton mill. It is the intention of this company to continue its development work, if the fruit development is satisfactory, which depends largely on transportation, so that the next mill would have a grinding capacity of 5,000 tons of cane per day, turning out 500 tons of sugar per day. There are a number of such sized mills in Cuba, and one of this size was laid out by the writer in Porto Rico 18 years ago and is most successful.

There is tributary to the Miami Canal, and therefore to Miami Harbor, 5,000,000 acres of land suitable for the raising of sugar cane. This land is now partly available, and with the extension of the Miami Canal, which is now being dredged, will all be available for the cultivation of sugar cane within the next few years.

This land is capable of producing over 1,250,000 tons of sugar. This is more sugar than is being raised in all of Germany.

This development depends on two things, drainage and transportation. The State of Florida is doing the drainage. It is up to the United States to give this vast section a deep-water harbor, so that we will have water transportation. Florida will then be the sugar producer for the larger part of the United States.

Yours, very truly,

VAN ALLEN HARRIS,
Resident Manager.

JULY 27, 1920.

E. G. SEWELL,

President Miami Chamber of Commerce, Miami, Fla.

DEAR MR. SEWELL: I am writing you this morning in further reference to our conversation a few days since regarding the improvements of the Miami Harbor. I heartily agree with you regarding the matter of putting forth a special effort to get Government assistance in improving our harbor facilities.

During the season just passed I was largely interested personally and as president of the Florida East Coast Growers' Association in transportation facilities. We were heavily handicapped during the past season in handling our fruit and vegetables on account of inadequate transportation—in getting proper equipment for handling the produce during the winter months especially. Owing to the shortage of cars and the inability of the railroad to handle same promptly, we sustained a very heavy loss during the past season.

The association handled something over 1,200 cars of fruit and vegetables, and out of this number we have claims filed on 272 cars, due mainly to the congested condition of the one railroad and their inability to furnish refrigerator cars for handling the fruit and vegetables.

I believe that if we had 25 feet of water in the Miami Harbor, whereby large coastwise steamers could come into this port, it would relieve the east coast of this congestion and save the farmers and fruit growers millions of dollars in handling their fruit and vegetables.

At a recent meeting of the Florida East Coast Growers' Association we passed resolutions indorsing the movement on the part of the chamber of commerce to bring about the necessary improvements, and will be glad to cooperate with you in gathering information and data along these lines.

I am inclosing in this letter some blanks that I have filled out, left with us by your organization, giving conservative estimate of the actual loss sustained during the past season.

Hoping this information will be of some benefit to you, I am

Yours, very truly,

E. N. WEBB,
President Florida East Coast Growers' Association.

MALLORY STEAMSHIP CO.,
New York, August 17, 1920.

Mr. E. G. SEWELL,

President Miami Chamber of Commerce, Miami, Fla.

DEAR SIR: Replying to yours of the 9th, our steamers operating between New York and Jacksonville draw a maximum of about 21 to 21.6 feet. Ships operating into the Gulf will go as deep as 26 feet, but normally, and especially with the smaller and older boats, we go about 21.6 feet.

Yours, very truly,

H. H. RAYMOND, President.

WARD LINE, NEW YORK AND CUBA MAIL STEAMSHIP CO.,
New York, August 19, 1920.

Mr. E. G. SEWELL,

President Miami Chamber of Commerce, Miami, Fla.

DEAR SIR: In reply to your letter of August 9, requesting information concerning draft of our vessels, I give below record showing names and maximum summer drafts of our passenger vessels:

Maximum summer draft.		
Name of vessel—Continued.	Feet.	Inches.
Siboney	24	5 1/2
Orizaba	24	5 1/2
Mexico	24	0
Morro Castle	20	6

Name of vessel:	Feet.	Inches.
Esperanza	21	8
Monterey	21	8
Wacouta	22	3

The maximum summer draft of our freight vessels ranges from 18 feet 1 1/2 inches to 25 feet 7 1/2 inches.

I trust the above record contains the information you desire.

Yours, truly,

H. E. CABAUD, Vice President.

Table of population.

1896	260
1900	1,854
1910	5,471
1920	29,549

Property valuations.

CITY ASSESSMENTS.

1910	\$1,186,520
1911	1,656,975
1912	1,999,418
1913	4,638,045
1914	6,635,887
1915	13,251,400
1916	21,000,000
1917	24,000,000
1918	26,885,710
1919	39,000,294
1920	54,903,160

Bank deposits.

1910	\$1,518,194.52
1915	3,300,917.88
1920	17,703,766.00

Everglades drainage development and operations.

Main drainage canals completed	\$3,500,000
State drainage canals under construction	5,000,000
Southern drainage district works (planned)	1,500,000
Napoleon P. Broward drainage district works (planned)	4,500,000
Main highways, under construction or authorized to be built	1,000,000
Pelican Bay drainage district	100,000
Private and corporate enterprises	5,000,000

20,600,000

City building permits.

1915	\$769,040
1916	1,925,033
1917	1,915,645
1918	1,250,925
1919	3,155,585
1920 (first nine months)	3,153,680

Miami post-office receipts.

JULY TO JULY.

1915	\$81,124.08
1916	91,123.61
1917	115,334.20
1918	156,543.24 (\$0.03 rate)
1919	182,319.00 do
1920	189,387.80 (up to July 1, \$0.02 rate)

MIAMI CHAMBER OF COMMERCE.

MIAMI, FLA., WHERE EVERY DAY IS JUNE.

Partial data on Everglades land under cultivation in the vicinity of Lake Okeechobee (136,440 acres).

Crates of potatoes produced in 1919	4,490
Crates of potatoes that will be under cultivation in 1924	36,200
Crates of dasheens produced in 1919	6,640
Estimated crates of dasheens that will be produced in the year 1924	71,400
Bushels of peanuts produced in the year 1919	1,775
Estimated bushels of peanuts that will be produced in the year 1924	19,950
Crates of cabbage in the year 1919	2,075
Estimated crates of cabbage for the year 1924	8,445
Crates of tomatoes produced year 1919	4,600
Estimated crates of tomatoes that will be produced for the year 1924	6,075
Crates of other vegetables produced in 1919	8,637
Crates of other vegetables that will be produced in 1924	9,325
Bushels of corn produced during the year 1919	6,620
Bushels of corn estimated to be produced by the year 1924	22,200
Acres of sugar cane produced in the year 1919	117
Acres of sugar cane estimated to be produced for the year 1924	517
Hogs raised year 1919	452
Number of hogs estimated to be raised year 1924	4,223
Number of cattle raised year 1919	45
Number of cattle estimated to be raised year 1924	253
Crates of vegetables lost in shipment on account of poor transportation, delays, and shortage of cars for shipment year 1919	10,140

Percentage of stuff raised in the Everglades vicinity of Lake Okeechobee from producers from which we have data and for which the producers have signified their wish to ship through the Miami Harbor as soon as transportation is possible figures 78 per cent.

The section in question is new development in what was a wilderness a few years ago, and there are a great many more developments going on that we have data from, and the estimates to increase produce by the year 1924 is made up from what the present producers expect to do themselves, and it is possible that this will be increased enormously by other developers.

TAMIAMI RAILWAY.

ALLIED WITH CHEVELIER CORPORATION, OCEAN TO GULF,
Miami, Fla., October 6, 1920.

Hon. E. G. SEWELL,

President Miami Chamber of Commerce, Miami, Fla.

MY DEAR MR. SEWELL: In reference to the actual or probable tonnage which the Tamiami Railway, when constructed, will transport to the

port of Miami for export shipment by deep water, I beg to advise as follows:

That a charter from the State of Florida has been secured by our company for the purpose of constructing our railway due west from Miami through what is shown by the State maps of Florida as "Big Cypress." Our company has also secured in the city of Miami a franchise to use certain streets, said franchise being voted on by the electorate of Miami, and said election was carried almost unanimously.

I have just returned from Chicago, where we have, in all probabilities, consummated a transaction which will lead to the speedy construction of the Tamiami Railway. The purpose of constructing this railway will be not only making a cross-State railroad connection, but also bringing to the port of Miami for shipment the products now being grown and which will be grown in the future along the route of the said railroad, and also transporting to Miami approximately 2,000,000,000 feet of cypress and pine timber which our railroad will penetrate. The list below approximates the stumpage of only five of the owners of lands along the route of the Tamiami Railway:

Chevelier Corporation, 132,000,000 feet cypress (cruised), 18,000,000 feet pine (cruised).

A. C. Turner Lumber Co., 842,000,000 feet cypress (cruised), 6,000,000 feet pine (cruised).

Southern States Land & Timber Co., 500,000,000 feet cypress and pine (approximated).

Empire Land Co., 500,000,000 feet cypress and pine (approximated).

Consolidated Land Co., 250,000,000 feet cypress and pine (approximated).

In addition to the above owners of stumpage there are a number of smaller owners and it is safe to say that there can and will be transported to the port of Miami, for shipment, above 2,000,000,000 feet of cypress and pine timber.

Also, in addition to the above, the owners of land in western Dade, northern Monroe, and southern Lee Counties have secured the services of some of the world's greatest and best sugar engineers and a great portion of this area has been pronounced by them to be first-class sugar cane land in every particular and there is no reason but to believe that there will be established along the line of the Tamiami Railway some of the world's greatest sugar plantations.

I might also add that central and southern Lee County, also northern Monroe and western Dade Counties is, perhaps, Florida's greatest cattle and stock range—in fact I venture to say that in the open ranges of Lee County there are more cattle grazing than in any similar area in the State of Florida and for the products from them a deep-water harbor at Miami would furnish a point of shipment or exportation.

I want you to believe that the construction of the Tamiami Railway has been passed on from an engineering standpoint as most practical and economical; we having run a line of survey practically the entire route of the railway, showing depths of soil, elevations, and the other necessary and vital data necessary in undertaking this project, and I feel safe in assuring you, as president of the chamber of commerce, that actual construction of this railroad will bring for shipment to the seaport of Miami the products herein enumerated and the many other agricultural and industrial shipments which will be produced and created will also find their way for shipment and export to the port of Miami.

In the promotion and securing funds for the construction of Tamiami Railway, my company has been severely handicapped by the fact that Miami has now only 15 feet of water, whereas, ocean-going ships hauling 300,000 feet or more of lumber would need a minimum depth of from 18 to 25 feet of water to enter and clear from this port, and I trust that the efforts of the Miami Chamber of Commerce will be immediately successful in securing a 25-foot channel to the port of Miami, because if same is accomplished I can positively assure you of the early construction and completion of the Tamiami Railway.

I am, very truly, yours,

TAMIAI RAILWAY.

By J. F. JANDON, President.

MIAMI, FLA., October 6, 1920.

MIAMI CHAMBER OF COMMERCE,
Miami, Fla.

GENTLEMEN: The inclosed list shows approximately the tonnage of freight which might be shipped by water from my business in case we had large vessels coming into Miami on a schedule that would handle this class of freight.

I am very much interested in the effort to secure a 200-foot channel in width and 25 feet in depth through from the ocean to the city of Miami.

It might be interesting to you to know that during the past season I lost in my fields approximately 100 carloads of tomatoes on account of not having cars in which to ship my crop as required, and on account of the poor equipment furnished by the transportation company. On account of the poor equipment furnished my loss was very heavy on the cars shipped. My records show claims filed to date against the transportation companies for loss on 280 cars of tomatoes, amounting to \$252,398.76.

Recently I have tried through the vice president of the Florida East Coast Railway and through the Interstate Commerce Commission to get some assurance that proper equipment for handling the coming season's shipments would be supplied, and that they would give me some assurance that my shipments would be handled when ready for the market. I am sorry to have to report that up to this time I have not been able to get this assurance, and have filed with the State railroad commission all data concerning this question, copies of which I have requested that they send to you for use in your efforts to secure deep water for Miami.

On account of the freeze on the 2d of March, 1920, I only shipped 416 cars of tomatoes from my fields at Peters, Fla. That crop of 1,250 acres of tomatoes cost me approximately \$300,000 to produce ready for harvest. I do not feel that I can reproduce that acreage the coming season and carry this tremendous expense without some assurance of proper transportation for handling the goods produced, when ready for market.

In addition to the above, I have very extensive plans for improving my property in Miami, which would require a very large amount of structural steel, tile, and other building material, amounting up into the hundreds of thousands of dollars, which I feel sure will be needed as soon as conditions over the country return to normal.

Yours, very truly,

THOS. J. PETERS.

SPEECH

OF

HON. CHARLES H. BRAND,
OF GEORGIA,

IN THE HOUSE OF REPRESENTATIVES,

Saturday, December 18, 1920.

The House in Committee of the Whole House on the state of the Union had under consideration the joint resolution (S. J. Res. 212) directing the War Finance Corporation to take certain action for the relief of the present depression in the agricultural sections of the country, and for other purposes.

Mr. STRONG of Kansas. Mr. Chairman, I yield to the gentleman from Georgia [Mr. BRAND]. [Applause.]

Mr. BRAND. Mr. Chairman, the issue involved in this legislation is whether or not it will be beneficial or hurtful to this Republic. I want to call to the witness stand a man who in my judgment has a better knowledge of the situation than anyone who has spoken upon this subject, whether for or against this measure, and a man who knows more about it, in my judgment, than the Secretary of the Treasury. And I may say that he is a member of the Republican Party, residing in the State of New York. I refer to Mr. Meyer, who was the manager of the War Finance Corporation from the time it originated until it was suspended by the order of the Secretary of the Treasury. He made a speech upon financing foreign trade on October 20, 1920, and testified substantially to the same thing before our committee, in which he stated:

I believe that the War Finance Corporation should function at this time. I believe its activities should not have been suspended.

In his testimony before our committee he further stated:

I have consulted about 20 of the most important bankers in the country, presidents of national banks, heads of large trust companies, and private bankers.

They are unanimous in agreeing that the War Finance Corporation is needed at this time and that it should function. A large number of the exporters of manufactured goods and of agricultural products from various parts of the country are also unanimous on this subject.

He says further:

As a matter of fact, a number of Edge law banking corporations were in process of being formed at the time the War Finance Corporation was requested to suspend operations, and as a result the formation of those institutions was dropped. I believe that a resumption of activity by the War Finance Corporation should bring them into existence and into action. Even the one now operating was formed in expectation of using funds to be advanced by the War Finance Corporation. The War Finance Corporation would not supplant but would supplement the Edge law banking corporations.

And yet the gentleman from Massachusetts says that if it had not been for the establishment of the War Finance Corporation these corporations would have continued to operate.

In addition, Mr. Meyer expressed this opinion:

I believe that if the War Finance Corporation were reconstituted a large amount of business of great advantage to the entire country, from various sections of the country, would be presented on terms that would be acceptable, with results that would be most beneficial to the public interest.

I put him and his judgment against the gentlemen from Massachusetts [Mr. PHELAN and Mr. LUCE], and against the judgment of any other living man, even the Secretary of the Treasury, because he had experience hourly and daily with this War Finance Corporation during its entire existence. [Applause.]

The War Finance Corporation under the act of March 3, 1919, was empowered to encourage exports, and for the accomplishment of this purpose was authorized to sell bonds to the extent of six times its capital stock of \$500,000,000.

According to the evidence before us, when, on May 1, 1920, the corporation suspended business at the dictation of Secretary Houston, proposals for loans which were approved by the board of directors of the corporation amounted to \$100,000,000. The proposals thus approved by the board were as follows: \$17,500,000 of copper; \$2,200,000 fabricated steel to Italy; \$5,000,000 "Black Patch" tobacco from Tennessee and Kentucky; \$4,000,000 cotton to Czechoslovakia for a large southern exporter; \$25,000,000 cotton to Czechoslovakia for a group of southern bankers; \$3,000,000 for cotton to Italy by a group of bankers; \$9,000,000 by a group of bankers for export of cotton to Italy; \$24,000,000 for the export of cotton by a syndicate of banks headed by one of the largest national banks in the United States; \$2,400,000 by a group of bankers for coal to Italy; \$4,000,000 by a group of bankers for cotton to Italy; \$4,000,000 for ships to be bought or constructed in this country for Italy; in all \$100,000,000 in applications promising practical results with adequate security, according to the opinion of the directors of the War Finance Corporation.

In September of this year there was a large and representative gathering in the senate chamber of the capitol at Atlanta,

Ga., of farmers, bankers, business men, and several of the Georgia Congressmen, including Senator HOKE SMITH, who met for the purpose of considering the financial situation then confronting the country and to select delegates to go to Washington on October 12 and 13 as representatives of the State of Georgia for the purpose of investigating the condition of the agricultural interests of the Nation and suggesting legislation which might relieve or tend to relieve the distressing situation which then imperiled the cotton-growing States, the farmers of the West, and other portions of the country. I was selected as one of the Congressmen and Senator HOKE SMITH as one of the Senators to represent Georgia in this convention. I attended this convention, of which 33 organizations, representing every agricultural interest of the United States, were present. During the convention a general committee representing various States was appointed to consider the condition of agriculture in respect to credit and market problems. Senator SMITH and I were appointed members of this committee. The committee was in session two days, and heard from representatives from every agricultural section of the United States.

After the hearings were closed the committee made a lengthy report, including, among other things, the following: The condition of agriculture is now desperate. Producers of all crops have come to feel that the hand of the Government is against them. This state of mind can only be changed by a frank and fair attitude on the part of those in authority—the test of which can be their acts.

After full and free discussion the conclusion was reached that the present situation was brought about by the following official acts:

1. Restriction of credits.
2. Raising the rate of discount on farm products.
3. Discontinuance of the War Finance Corporation.

Your committee feels that the officials of the Treasury Department and of the Federal Reserve System have exceeded their authority when they publicly announced opinions as to prices of farm products which have resulted in disastrous price declines.

We therefore insist that the Federal reserve officers and officers of the Treasury Department shall discontinue and desist from issuing statements as to their opinions as to prices and their attitude toward the trend of commercial events.

It is no concern of the Federal Reserve System or the Treasury Department what prices the producers of the country may determine as a fair price.

The question for these officials to determine is what rate of interest and rediscount is justifiable under the law, and to leave the question of marketing and prices to the natural laws of commerce.

Recognizing the necessity for the resumption of operations by the War Finance Corporation, as outlined in this report, I introduced a bill for the revival of the War Finance Corporation on the first day this Congress convened. At the same time I also introduced a bill limiting the rate of interest which the reserve banks may charge member banks to 5 per cent per annum.

It appeared from the testimony before our committee, of the capital stock of \$500,000,000, there is on deposit in the Treasury to the credit of the corporation \$370,000,000. In response to a question propounded to him by me, Secretary Houston, who appeared before our committee, testified if the corporation was revived by an act of Congress the corporation could begin business immediately.

In view of all these facts, I believe it to be the solemn duty of Congress not only to pass the pending resolution providing for the revival of the War Finance Corporation but to speedily enact such other relief legislation as may be necessary to avert the calamity which imperils all classes of our people.

If this corporation is revived, I have not the slightest doubt but that it will bring substantial relief to the farmers not only of the South but of the West, provided it is functioned and operated in good faith by the Secretary of the Treasury and those who may have charge of the corporation's business; otherwise it will probably be of little benefit to the farmer.

I am 59 years old and have been in business more or less since I began the practice of law over 38 years ago and have some information and knowledge in regard to the real condition of our farmers during this period and now. It is my deliberate conviction that they are in worse condition to-day than they have been during my whole public career. They are not to blame for this situation. In my opinion, it is the fault of those in charge of the banking interests of the Government.

In the cotton-growing section the merchants advance fertilizers, food, dry goods, and other necessities for the farmer to make his cotton crop. He buys on the credit system, paying his

debts when the cotton is gathered and ready for market in the fall of the year.

The present crop was made on high-priced merchandise, as well as high-priced labor. At the present time none can pay the merchants, as the crop cost twice as much to make as they are getting for it at the present prices. The merchant will have to carry over, if he is able to do so, at least 50 per cent of the total year's business and will not be able to supply his customers for the next year. Many landowners say they will let their land lie idle before they will advance supplies to the tenants; consequently this class, embracing both the white and the negro laborer, is in needy circumstances. Many have no homes for next year, many no food and no clothes for the winter. The crops which the tenants made and much of that which belonged to the landlord are gone, and yet not half of their obligations are met. The children are hungry and thinly clad. This poor tenant class must be taken care of through the winter. Many of the farmers who are able to do so still have their cotton, yet many of them can only pay a part and some none of what they owe at the present prices. The little merchant can not collect from the farmer, and therefore he can not pay the big merchant. By reason of this fact the big merchant can not pay the banker. The wholesale merchant for the same reason can not pay the jobber and manufacturer, and the consequence is the rich and strong are losing fortunes daily, many others are on the eve of bankruptcy, and the poor are hungry and homeless.

This is a brief statement of the distressing situation which exists in my section of the State, and yet with full knowledge of these facts the Secretary of the Treasury, himself a southern man, has vehemently opposed this legislation. The truth is Mr. Houston and Gov. Harding, of the Federal Reserve Board, in my judgment, are more responsible than any other two living men for the condition of things in my State. If they had started out with the deliberate purpose of impoverishing the cotton grower and destroying the financial and economic condition of the South, they would not have been more successful in their efforts.

In face of the fact that this Government, obviously by consent of these two important officials, has not collected any part of the interest, much less the principal, of the \$10,000,000,000 which Europe owes us, and the fact that this Government is helping them directly by this indulgence; in face of the fact that the sugar growers of Cuba were taken care of when they needed help; and in face of the fact that millions were advanced to the railroads when they appealed to Congress for relief, and that privileges and guarantees unprecedented in the history of this country were accorded to them, it is a strange thing to me that the appeal for assistance on the part of the producers of the country has been made in vain and that the vast army of cotton farmers, who have sustained greater losses than ever before during the life of the Nation, receive no sympathy and find no helping hand extended to them. The burden laid upon them and the refusal to consider their appeals for help is nothing short of a crime. They have already sustained great losses, and unless relief comes their sacrifices, which are unjust, will become unbearable.

Star Route Mail Contractors.

SPEECH

OF

HON. JOHN E. RAKER,

OF CALIFORNIA,

IN THE HOUSE OF REPRESENTATIVES,

Saturday, January 8, 1921.

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H. R. 15441) making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1922, and for other purposes.

Mr. RAKER. Mr. Chairman, I move to strike out the last two words. The item next before the last relates to the star-route service—

Mr. MADDEN. But that is passed.

Mr. RAKER. I know; I realize that is passed; but if the gentleman will be patient for just a very few minutes I will present the matter. Under the rules, of course, we are unable to make any provision for star-route carriers who received contracts in 1916 and 1917 after the end of the war, when everything raised from 50 to 1,000 per cent—

Mr. MADDEN. What increased 1,000 per cent?

Mr. RAKER. In some places it did. I just want to call attention to this. These men carried the mail. They bankrupted themselves and they are now bankrupting their bondsmen, and, while the Committee on Appropriations can not bring in relief, I am in hopes that before this Congress adjourns—

Mr. MADDEN. Mr. Chairman, I make the point of order that this question is not under consideration now.

Mr. RAKER. We are talking about rural carriers, too. The gentleman ought not to be captious.

Mr. MADDEN. I am not.

The CHAIRMAN. Does the gentleman from Illinois press the point of order?

Mr. RAKER. No; he does not make any point of order.

Mr. MADDEN. Go ahead.

Mr. RAKER. I am in hopes that the Congress may make some provision whereby these people may be provided for as we provided for those who made contracts with the War Department and other branches of the Government under conditions that were similar to those who served the public in carrying the mail. I have had many letters and petitions from star-route mail contractors from California urging that legislation looking toward some relief for these contractors who have been operating under these contracts would be fair and just. There is no doubt in my mind but that such appropriate legislation should be had by the Congress. A letter from Mr. Leslie T. Alward, star-route contractor, on this subject is as follows:

DECEMBER 14, 1920.

HON. JOHN E. RAKER:

I have been informed through the columns of a monthly publication devoted to the interests of the United States star mail routes called *The Star Mail Contractor*, certain Senators are fostering a movement for the relief of mail contractors who have been operating through the war period. Being a contractor on a star route, I am naturally interested in this movement. I believe that legislation looking toward the relief of some of us who have been operating under those contracts would be just and greatly appreciated. If I am correctly informed in this particular, I wish to assure you that any effort you may make to secure the passage of such legislation will not only be appreciated by myself but by everyone who has been operating under those contracts during the period aforesaid.

Without going into the matter at great length, I will give you in brief a few of the reasons why I think we are entitled to relief in the way of a bonus.

When we entered into the contracts it was impossible to foresee the rapid rise in the prices of materials and labor. The war actually caused a shortage of labor and the rise in wages in this particular locality was almost 100 per cent. The increase in cost of hay, grain, automobiles, and accessories was in some instances in excess of 100 per cent. We have been compelled to pay these prices in order to keep up to the schedule in the contracts, and, necessarily, through no fault of ours or lack in foresight, made little or nothing out of the contracts, and are not compensated even for our time and effort.

I would appreciate very much a word from you advising me whether or not such legislation has been initiated in Congress, and if so, the nature of the bill and its chances for passage. If this is not the case, might I suggest to you, Senator, that it is a matter worthy of some attention?

Knowing that after you have considered the matter, if in your judgment you think it is right, you will lend your efforts, and thanking you in advance for your attention, I beg to remain,

Yours, very sincerely,

LESLIE T. ALWARD,
Star Route Contractor 76129.

A letter received from a number of these star route contractors, of date October 6, 1920, from Redding, Calif., is as follows:

REDDING, CALIF., October 6, 1920.

Star-route mail contractor No. —.

MY DEAR SIR: No doubt you have experienced the increased cost in the transportation of mail during the last two years, arising from conditions over which we had no control, and which were not anticipated by anyone at the time we submitted our bids or proposals for the star-route mail contracts in California.

These star-route mail contracts were let in 1918, when everybody thought that supplies and equipment had reached the maximum, but instead of prices remaining as they were, almost everything used in the transportation of mail rapidly advanced from 50 to 500 per cent, and the bids or proposals made by contractors for star-route mail contracts in 1918 are wholly inadequate to carry the contracts through. This fact is admitted by everyone.

To-day the star-route mail contractor faces a serious condition, being bound by a contract, and under a heavy bond to perform a given service until June 30, 1922, and under the pay he is now receiving from the Government, and all he can make extra by carrying light freight and passengers, the said contractor is not making any money, but on the other hand is losing his time and energy, and is compelled to draw upon his savings or borrow capital in order to comply with the terms of his contract. Many of the contractors are being assisted by their bondsmen while others are facing bankruptcy.

In view of this fact, a bill, known as the Sinnott bill, was introduced at the last session of Congress for the purpose of providing relief for the star route mail contractors. This bill was lost because the contractors were not organized and were not in a position to have the facts in their case properly presented to Congress. It is therefore the intention of the undersigned to make an effort to get the star route mail contractors in California organized for the purpose of getting a bill passed at the next session of Congress which will give them some relief.

The undersigned have discussed these matters with a number of star route mail contractors in northern California, and it is their opinion that a State convention of said contractors be called at Sacramento,

Calif., to organize and formulate plans and prepare data to be submitted to Congress for the purpose of carrying out the ideas herein presented. The date of said convention is hereby fixed for October 26, 1920, at 10 o'clock a. m., when all delegates will meet at the Land Hotel in Sacramento and then go to a convention hall which will be selected between now and the 26th day of October.

Kindly consider, at this time, the importance of your cooperation and support at this convention. Be in attendance yourself, or send a representative. Write to your Congressman to be present at this convention if possible in order to get the facts first hand of the existing conditions of the star route mail contractors.

This letter is being sent to every star route mail contractor in California. Let us hear from you if possible stating that you will be present at said convention. Address all communications to Leslie T. Alward, Redding, Calif.

Very respectfully, yours,

LESLIE T. ALWARD,
Contractor No. 76129.
ARTHUR H. ROOT,
Contractor No. 76130.
JOHN D. WEAVER,
Contractor No. 76121.
REID & HOUSE,
Contractor No. 76127.

The following letter from Hon. Arthur M. Dean, of Redding, Calif., of date January 10, 1921, together with the action of the Star Route Mail Contractors' Association of California, presents the facts and the need of such legislation in a clear and direct way. It clearly shows that some relief legislation by Congress to star-route mail contractors ought to be considered and passed at an early date. I am in hopes that the present Congress before its adjournment on March 4, 1921, will have extended appropriate relief to these star-route mail contractors.

The letter of Mr. Dean and the statement of the Star Route Mail Contractors' Association of California is as follows:

REDDING, CALIF., January 10, 1921.

HON. JOHN E. RAKER,
Washington, D. C.

MY DEAR MR. RAKER: Your letter of recent date relative to the star-route mail contractors of California was duly received, and I am herewith inclosing you a circular letter gotten out by the Star Route Mail Contractors' Association of California, which very clearly sets out their position in this State. I am advised that the same conditions prevail in other States, and they are now following our plan of organization and then work through their organization to get some relief from the unjust burdens they are now compelled to bear.

I have sent out comparative price lists for the contractors to complete, and as quickly as received will forward them on to you. This comparative list is made for the purpose of showing the rapid advance in price of all materials and equipment used by the star-route mail contractors since July, 1918.

On behalf of the said contractors I trust that you will put forth your strongest endeavors to get a bill passed which will materially relieve these unfortunate contractors. It appears to me that the very least the Postal Department could do would be to relieve many of these men of their contracts at this time, and thus prevent them from going through bankruptcy or surrender their entire private fortune to carry out the terms of a Government contract.

Very sincerely, yours,

ARTHUR M. DEAN.

REDDING, CALIF., December 30, 1920.

To the Members of the United States Senate and House of Representatives, Washington, D. C.:

GENTLEMEN: We, the star route mail contractors of the State of California, by and through the Star Route Mail Contractors' Association of California, an association duly organized and existing in said State, herewith beg leave to present to your honorable body a few facts for your consideration relative to the star route mail contracts and contractors.

All star route mail contracts in the State of California are awarded by competitive bidding for a term of four years. A few months before the expiration of all star route mail contracts the Fourth Assistant Postmaster General advertises for bids or proposals on all star routes in California for another four-year contract, and at the time the contract is awarded demands a bond, usually in excess of one year's contract price. Under these contracts the Post Office Department reserves the right to continue the existing contracts until satisfactory bids or proposals for new contracts are submitted and awarded, but in no case shall the time under the existing contracts be extended for a term of more than six months.

In 1914 the parcel post became effective. The Post Office Department advertised for bids or proposals to carry the mail on all star routes in California, advertising and readvertising as many as four or five different times on a flat-rate basis, in many instances without getting bids satisfactory to the said department. The department then changed their advertisement to so much per annum for first, second, and third class mail, and a portion of fourth class, which is parcel post, to make a load of 600 pounds, and all fourth-class mail in excess of 600 pounds at so much per hundred pounds. On this basis the department advertised and readvertised two or more times, rejecting all bids that did not meet with their approval. Postal inspectors were sent out to interview the prospective bidders, and in glowing terms they submitted inducements to bidders. During the time the department was advertising and readvertising the old contractors were forced to continue several months in excess of the termination of their contracts, June 30, 1914, struggling on with the increased mail due to the extra parcel post, which they, the contractors, had not considered when they submitted their bids or proposals, and for which they received an additional compensation, but not enough to pay for the increase in mail due to parcel post, and as a result were operating at a loss.

After due consideration the Fourth Assistant Postmaster General awarded said contracts on a basis of so much per annum for 600 pounds and so much per hundred in excess of 600 pounds. After the contractors had executed bonds and gone to great expense in buying equipment, thinking the department true to its contract, they entered upon the discharge of their contracts on or about November 1, 1914, the beginning of the winter season in California. At this season of

the year, from November 1 to April 1, the storms and snow frequently necessitate the carrying of the mail and parcel post over mountains through snow often 8 to 12 feet deep, thus compelling the contractor to go to extra expense of hundreds of dollars to keep the roads open. The following spring, 1915, after the snows had gone and the roads were open, and after certain contractors had secured motor equipment for the summer's work, the Fourth Assistant Postmaster General notified various star route contractors in California that their mail contracts would be canceled on a certain date and readvertised, and at the same time requested the contractor to submit a new bid or proposal for carrying the mail and parcel post for the unexpired term of the contract, allowing the old contractor only one month's extra pay as compensation for the expense he had incurred under a legal contract. The routes of the said contractors had not been changed, and no complaint made by the Post Office Department against said contractors and no reason given for the cancellation of said contracts, the inference being that a lower bid could be had by readvertising. The rule is—and we believe it to be the law—that a star route contract can not be canceled without the route is changed or a bona fide complaint is made by the Post Office Department. Neither was done in these cases.

Under the above-mentioned circumstances the department readvertised for new bids for carrying the mail and parcel post for the unexpired term of contracts let in 1914, and in almost every instance the new bid was below the old contractor. He was thus left at the end of approximately six months with an expensive equipment on his hands, which he had secured and provided for after he had entered into a binding four-year contract with the Government.

These same star routes were again advertised a few months prior to June 30, 1918, for carrying of mail on all star routes beginning June 30, 1918, and ending June 30, 1922. Everyone thought that prices on all commodities had reached the maximum, and that contractors at that time submitted their bids or proposals for star route contracts upon the price of supplies and equipment at that time. Instead of prices remaining as they were they steadily advanced, until all supplies and equipment used by star route mail contractors had advanced from 50 to 500 per cent, and to date there has not been a reduction of any consequence on anything used by the said contractors. In almost every instance the contractors are paying at the present time more than ever before, and the result is that they are operating at a loss, and have been since the beginning of their present contracts. Most of them are facing bankruptcy, while others are being assisted by their bondsmen. The greater portion of them have had to take their savings for years in order to comply with their contracts, under bond, entered into with the Government.

In view of the fact that relief was afforded all other postal employees, war contractors, and contractors for Federal buildings on account of the advance in prices, there can be no apparent reason why relief should not be granted by Congress to the star route mail contractors. The great railroads that transport the mail have been granted a material increase, and to-day, or during the Christmas season, they were unable to handle the parcel post at stations between San Francisco and Portland, Ore. It is a fact that the freight and express rates have been materially increased, while the parcel post rates have remained unchanged. This has caused an increased volume of fourth-class mail to be added to the burdens of star route mail contractors. On some of the large mail contracts in northern California a daily average of from 6,000 to 10,000 is being transported over the mountains 52 miles, and at this writing through 6 feet of snow, costing the contractor at the very least three times as much as his contract price. To transport the same parcel post from Sacramento to northern California points on railroads by freight, then on freight teams to the different towns, would cost the consumer or merchant at the very least \$5 per hundred. Parcel post rates to the same places are \$1.08 per hundred, and must be transported for \$1.08 per hundred according to Government contracts. During the winter months there is no freight of any kind moved over the mountains, as it is too expensive, consequently everything that can be shipped is sent by parcel post.

The recent advance of express and railroad freight rates has diverted a very large volume of express and freight to the parcel post and thus forced an additional burden upon the star-route mail contractors. The inference ordinarily would be that the contractors would want all the parcel post they could get, because the more freight they had to haul the more money they would make, and such would be the case if they were receiving adequate compensation for their services, but they are receiving from the Government on a basis of \$1.25 per hundred and paying out \$3 per hundred, or a loss to the contractor of approximately \$1.75 per hundred.

It is true that the parcel post is limited, but the limit is avoided in the following manner: Everyone in connection with a business orders all the law will permit, and as often as permitted, and thus forces an unjust burden upon the star-route contractors, a discrimination against a few for the benefit of the masses.

During the consideration of the Sinnott bill, a bill introduced at the last session of Congress giving relief to star-route mail contractors, certain Congressmen appeared before the Committee on the Post Office and Post Roads in opposition to the Sinnott bill, and by and through their influence the bill was reported out of committee with an unfavorable recommendation, stating that all star-route contractors were of age and men of ordinary intelligence and should have known and foreseen the increased cost of transportation of mail—a condition that was not known or foreseen by anyone—also stating that a contract with the Government for carrying the mail is a binding contract. In reply to this we will say that at the best we have only an *ex parte* contract, and if the Postal Department can cancel our contracts when the said department feels that we are making too much money, we should at least have the right to cancel our contracts when we are losing our time, energy, and our private fortunes, together with the money of our friends, who in many instances are our bondsmen.

As star-route mail contractors we ask you to investigate these facts and decide for yourself as to the merits of our case. We are confident when the true facts are known to the Members of Congress relief will be given us, and we further ask to be given an opportunity to present these facts to the Committee on the Post Office and Post Roads, and trust that a bill will be introduced granting the necessary relief.

The relief prayed for is as follows:

1. That an immediate investigation be made of the facts as herein set forth.
2. That a bill be introduced in Congress giving the said contractors a 50 per cent increase in pay.
3. That the said bill provide for an appropriation sufficient to give the said contractors a 50 per cent increase for all services rendered from June 30, 1918, to the present time.

4. That in view of the facts hereinbefore presented many of the contractors would be glad to be relieved of their contracts, and for such other and further relief as may be just and equitable.

Respectfully submitted.

LESLIE T. ALWARD,
President of Star-Route Mail Contractors'
Association of California.
ARTHUR M. DEAN,
Secretary-Treasurer.

I hope my friends will see their way clear to provide such legislation.

Mr. Chairman, I ask unanimous consent to revise and extend my remarks on the star-route service.

The CHAIRMAN. The gentleman from California asks unanimous consent to revise and extend his remarks on the star-route service. Is there objection? [After a pause.] The Chair hears none.

EXTENSION OF REMARKS

OF

HON. THOMAS D. SCHALL,

OF MINNESOTA,

IN THE HOUSE OF REPRESENTATIVES,

Saturday, February 26, 1921.

Mr. SCHALL. Mr. Speaker, I wish to call the attention of the House and especially the Committee on the Judiciary, to which the bill has been referred, to H. R. 13574, introduced by me a few months ago. This bill provides for two or three simple but very effective changes in our antiquated and inconvenient time calendar.

Scientists have claimed for 25 years that the calendar can be and should be improved, and this period of reconstruction is a good time in which to undertake the task. An editor in one of our leading magazines recently referred to our present calendar as a "curious hodgepodge." A more inconvenient arrangement could hardly be conceived.

The particular difficulty with the calendar lies in the fact that the weeks do not fit the months and the months are of several different lengths. One can not tell, without consulting a printed form, on what day of the week a future day of the month will fall. Neither can he tell on what day of the month a future day of the week will fall. Neither can he tell how many days there are between two certain dates without carefully figuring it out. One never knows the day of the week on which the very next month will begin unless it is close at hand. Business men are every day giving their promissory notes without knowing whether they will not come due on Sunday or on some day of the week on which they have engagements at distant points. The amount due an employee who works by the month is often in dispute if he quits at the end of any week previous to the end of the month, because the week is not an integral part of the month.

Millions of our people work by the month and yet we have no such thing as a standard month. We have standardized everything else except our measure of time—the very thing we use the most.

This idea of making a change in the calendar is not such an innovation as a lot of us might think. This country did business for 130 years under a different calendar from the one we have now. George Washington was 20 years of age when we changed over from the Julian form to the present form.

It is not generally known in this country, but it is nevertheless a fact, that just before the war there was a strong public sentiment in Europe in favor of calendar reform. Their scientists and even their barristers and business men seem to have reached a settled conviction that a much more convenient measure of time could be gotten up, and that it could be adopted.

This movement in Europe started in about the year 1906. In 1908 it had gained such headway that a bill to improve the calendar was introduced in the British Parliament.

In June, 1910, at a congress of the leading chambers of commerce of Europe, which was held in London, this matter was fully discussed, and the congress recommended that a convention should be called to consider the whole matter of calendar reform. Such a convention was held, and it resulted in the introduction in Parliament in 1914 of another and somewhat different bill. Then came the war, and everything was upset for the time being.

Meanwhile, in the year 1917, while the war was still on, an entirely spontaneous and independent movement of the same sort was started in this country. This movement originated

with a group of men who had never even heard of the move in Europe. This goes to show that the necessity for such a reform was beginning to be recognized everywhere; that calendar reform was in the air, and that something was going to be done. History proves that all reforms, whether moral, social, or economic, must always wait until the psychological moment for action arrives.

In 1918, right after the close of the war, a company of northwestern business men decided that they would take advantage of the coming period of reconstruction and see if this matter of improving the calendar could not be taken hold of and pushed to a conclusion. These men proceeded carefully and systematically. They incorporated an association, elected a competent board of directors, and then carefully considered several different plans for making the improvement. After deciding which plan was best, they entered upon a publicity campaign which they believe will eventually result in the adoption of the most scientific, the most convenient, and absolutely the best time calendar the world has ever known.

Upon learning within the last few months of the previous move in Europe and of the peculiar and very favorable conditions there, the directors of this association very naturally decided that this undertaking should assume an international character and that a united effort to secure the reform should be made by the leading nations of this continent and Europe.

Several different plans for the improvement have been suggested, but only two are deemed worthy of serious consideration by those who have given the matter most careful thought. One of these plans originated in Switzerland and has come to be known as the Swiss plan, while the other and most convenient plan originated in my own glorious Northwest. This plan has come to be known as the American or Liberty calendar plan. This is the plan proposed in the bill which I introduced. It is claimed by experts who have given the matter the most careful and thorough investigation that this plan is absolutely the last word in calendar construction, and that if it is adopted we will have secured a strictly modern and up-to-date arrangement; in fact, such a practical and convenient measure of time as is demanded by this enlightened and progressive age. Furthermore, this plan could be put into operation at the beginning of any year commencing with Sunday or Monday, and with scarcely any jar or friction whatever. Six months' experience under a calendar like this would make us wonder that we put up with our present atrocious arrangement so long.

We have replaced the old-time hand sickle with the modern self-binder, we have replaced the oxcart with the automobile, we have replaced the wooden plow with the farm tractor, and it will be a sad reflection on the intelligence of this age of telephones, wireless telegraphy, and airplanes if we shall not be able to substitute for this cumbersome calendar of the ancients a modern and convenient form.

This proposed new calendar entirely corrects the serious defects of our present form by providing four complete weeks in every month and by making all the months of the year exactly alike. Every month commences with Monday, and every day of the month has an absolutely fixed place in the week. That fateful day, the first Tuesday of November, would, under this plan, always fall on the 2d day of the month. Thanksgiving Day would always come on the 25th, and the Fourth of July, armistice day, Thanksgiving Day, and Christmas would always come on Thursday. It is interesting to note that the 4th of July, 1776, was on Thursday.

Under this simple and very convenient form any Member of this House who is an attorney at law could have a case set for trial on any future day of the month he might select and he would immediately know on what day of the week it would fall, even though the date might be many months in advance.

In fact, this Liberty-calendar plan is so simple and convenient that under its operation printed calendars would soon be almost unknown.

I wish to further extend my remarks by inserting a copy of the bill:

Be it enacted, etc., That at the beginning of the 1st day of the year A. D. 1922 the time calendar now in general use in the United States shall, in all business transactions relating in any way to the Federal Government or to any corporations under its control, be superseded by the modified form thereof hereinafter provided.

SEC. 2. That the first day of the year A. D. 1922, and of each year thereafter, is hereby designated as New Year Day. It shall thereafter be, and is hereby, declared an independent legal holiday, and it shall be observed as a holiday, or a day of rest, throughout the United States. It shall not in the year 1922, or in any year thereafter be named as a certain day of any week or numbered as a certain day of any month, nor shall it be included in any week or month. New Year Day of the year A. D. 1925 and of each seventh year thereafter shall also be known as New Year Sunday; and such New Year Sundays shall be observed as Sundays in the weeks are observed.

SEC. 3. That the next day following the one hundred and ninety-seventh day of the year A. D. 1924, being the next day after the last day of June, as hereinafter provided, and the next day following the

one hundred and ninety-seventh day of each fourth year thereafter, is hereby designated as leap-year day. It shall thereafter be, and is hereby, declared an independent legal holiday, and it shall be observed as a holiday or a day of rest throughout the United States. It shall not in the year 1924, or in any fourth year thereafter, be named as a certain day of any week or numbered as a certain day of any month, nor shall it be included in any week or month. The day next following leap-year day shall be Monday, the 1st day of the month of July, as hereinafter provided: *Provided, however,* That leap-year day shall be omitted from the last year of any number of centuries not evenly divisible by the number 400. Leap-year day A. D. 1948 and each seventh leap-year day thereafter shall also be known as leap-year Sunday; and such leap-year Sundays shall be observed as Sundays in the weeks are observed.

SEC. 4. That the remaining 364 days of each and every year shall be divided into 13 months of 28 days each. The days of each month shall be divided into 4 weeks of 7 days each.

SEC. 5. That the names of the months of the year shall be as follows and in the following order, to wit: January, February, Liberty, March, April, May, June, July, August, September, October, November, December. The months of December, January, and February shall be known as the winter months; the months of Liberty, March, and April as the spring months; the months of May, June, July, and August as the summer months; and the months of September, October, and November as the fall or autumn months.

SEC. 6. That the second day of the year 1922, being Monday, shall become the 1st day of January and it shall also become the first day of the week. Thereafter Monday shall be the first day of every week and the other days of the week shall follow in their order, Sunday being the seventh.

SEC. 7. That, commencing with Monday, the 1st day of January, 1922, the first 13 weeks of each year shall constitute the first quarter of the calendar year, the second 13 weeks shall constitute the second quarter, the third 13 weeks shall constitute the third quarter, and the fourth 13 weeks shall constitute the fourth quarter, each quarter commencing with Monday and containing 13 complete weeks. New Year Day and leap year day shall not be included in the quarters.

SEC. 8. That under the modified calendar, on the 12th day of February and on the 22d day of February, respectively, shall be celebrated the anniversaries of the birth of Abraham Lincoln and George Washington. The 12th day of March shall be observed as Good Friday. The 14th day of March shall be observed as Easter Sunday. The 13th day of May shall be observed as Memorial Day. On the 4th day of July shall be celebrated the anniversary of the signing of the Declaration of Independence. The 8th day of September shall be observed as Labor Day. The 11th day of November shall be observed as Peace and Thanksgiving Day. The 25th day of December shall be observed as Christmas Day.

SEC. 9. That all contracts and agreements and all obligations entered into by the United States or by any corporations under its control or by individuals and other corporations within the United States prior to the first day of the year 1922 shall, except as hereinafter provided, mature on and after the first day of the year 1922, on the same numerical day of the year on which they would have matured under the calendar now in use.

SEC. 10. That all contracts, agreements, and obligations made, entered into, or assumed prior to January 1, 1922, and which by their terms require the monthly payment of any certain specified sum or sums, whether such contracts, agreements, or obligations were entered into by the Federal Government or by corporations under its control, or by individuals or other corporations, shall, on and after January 1, 1922, be so construed that thereafter the sum or sums to be paid each month shall equal one-thirteenth of the total amount to be paid annually under such contracts or agreements instead of one-twelfth the total amount as theretofore; and such monthly payments shall mature on the same day of the month as theretofore: *Provided, however,* That in cases where such payments were to mature after the 28th day of the month they shall mature upon the same numerical day of the year as they would have matured upon under the calendar now in use and the number and amount of the payments shall continue as theretofore.

SEC. 11. That all contracts, agreements, and obligations entered into by the Federal Government or by individuals and corporations within the United States on and after the first day of the year 1922 shall, unless otherwise provided, be construed to have been entered into or assumed according to the divisions of time made by the equal-month calendar herein provided for and established.

SEC. 12. That the time calendar now in general use in the United States shall be known as, and is hereby designated as, the Gregorian calendar. The calendar herein provided for and hereby established shall be known as, and is hereby designated as, the Liberty calendar.

I bespeak for this effort to secure a common-sense and convenient calendar the serious and careful consideration which it deserves.

SPEECH

OF

HON. HERBERT C. PELL, JR.,
OF NEW YORK.

IN THE HOUSE OF REPRESENTATIVES,

Tuesday, January 4, 1921.

Mr. PELL. Mr. Chairman, last spring there was introduced into this House, and passed overwhelmingly, a bill professedly designed to distribute untold sums to the soldiers. This was done practically without debate, and no discrimination whatever was made among the men who were to receive it. I voted with a small minority against that bill on the theory that it might possibly become a law, although frankly I never thought that it would. It was inconceivable that any political party would seriously suggest the passage of an important measure in the way the bonus bill was passed, if there were any intention whatever that it would become a law. It was quite clear that the impassioned orations on the subject of the soldier boys were intended merely for political effect.

The bill promised that an enormous sum would be scattered among these men in the hope of attracting their support on election day. At the time I thought, and I realize now that I was right, there was no intention whatever that this promise should be kept. Since its passage we have had from the leader of the majority a very interesting speech on the plans for economy in this and the next Congress. He has shown us how he proposes to cut down the expenses of the Government. He told us what departments of the Government would be continued on very nearly the present scale and what departments would be obliged to cut down their expenses very severely, but in this address he did not allocate a single cent to redeeming the promise made by the House to the soldiers. That promise had served its purpose.

We have here an entirely different question. This is for the benefit of wounded men, men who have really been injured fighting for their country. There has been no rush to give them everything they could possibly ask for. They are unorganized. In the hearings on the bill, in the testimony of Col. Whitcomb, you will see that \$60,000 is asked for to give artificial limbs to men who have been injured. What do we do? We save \$10,000 and cut the appropriation to \$50,000.

I am ready to vote for any amount of money for men who have really suffered in our defense and for the relatives of those who died in the service. I am willing to sell the White House and mortgage the Capitol, if necessary, to get the money for these men. I do not want them merely kept from starvation. They should be well treated and we should see to it that they are able to live decently. It is obviously our duty to see that their loss is at least not a financial one.

It is a disgrace that men who have lost their health in the war should be the victims of stinginess parading as economy rather than the objects of willing and grateful generosity. Tubercular and insane men, ex soldiers and sailors of the war, instead of getting the best and tenderest care from a sympathetic people, proud to call them fellow countrymen, are being lodged in jails and barns, because now after election \$2,000,000 or \$3,000,000 can not be found by a Congress which before election voted for an indiscriminate bonus of \$2,000,000,000 scattered broadcast to every man, sick or well, who had ever seen a uniform. Is it because the tubercular will soon be dead and off the voting list and the insane have not the franchise?

After all the cheap gestures of last spring, is this cheese-paring to be an indication of the policy of Congress? These men do not come here asking for billions of dollars. They do not ask to paralyze industry, they do not ask to wreck the Treasury of the United States, but they do ask for this small sum and we deny them their request. Is this to be our attitude toward the soldier?

Is it to be said with truth that before election the American Congress will promise anything that any man who ever wore a uniform may want, and that afterwards we are going to save a beggarly sum of \$10,000 at the expense of men who have suffered in the defense of their country, merely because their votes will not be needed in the near future and because they themselves are unorganized?

Immigration.

EXTENSION OF REMARKS

OF

HON. BENJAMIN K. FOCHT,
OF PENNSYLVANIA.

IN THE HOUSE OF REPRESENTATIVES,

Saturday, December 11, 1920.

Mr. FOCHT. Mr. Speaker, I am for the restriction of foreign immigration. I always have been. I voted for the immigration law of 1917, and I heartily favor the Johnson bill, H. R. 14461, temporarily suspending immigration, or any other proposal, such as a percentage limitation, that will protect this country from the menace which now threatens it.

The urgent and immediate necessity for this legislation grows out of conditions here and conditions abroad. We have in this country over 13,000,000 aliens, over twelve hundred foreign-language newspapers, over 5,000,000 illiterates, over 3,000,000 more unable to speak our language, many foreign colonies and congested foreign centers in our large cities, and over 3,000,000 men walking the streets of America hunting work. When the overflowing melting pot has melted the conglomerate alien mass

now in our midst, and when our idle millions are employed, there will be ample time to open the gates.

While these facts alone completely justify this legislation, conditions abroad as completely justify it. Europe is war torn and her countless millions are making every effort to come to this country. Would that we could receive them and care for them! But we can not. We have millions sound in body and sound in mind here now demanding our attention without importing any more. We have all the alien reds we can catch and deport without allowing another one to enter, and Europe is seething and reeking with radicalism. Typhus and other fatal and dreadful epidemics are raging over there and will be here unless we put a stop to the present influx of 100,000 a month, and as many as 5,000 a day frequently.

There can be no question about the impending influx. Our consuls and ambassadors abroad report it. Ole Hanson, the former mayor of Seattle, after a tour of Europe, states upon his return:

They are lined up in Europe by the hundreds of thousands waiting an opportunity to get into the United States. Thousands of undesirable would have been knocking at our gates months ago if there were ships enough to carry them. One hundred thousand red anarchists are bent on getting into the United States, no matter what our immigration laws may have to say about keeping them out.

There are now 100 steamships bringing aliens to this country, and they are bringing 100,000 a month. New boats are building and new lines are being organized, because there is big money in bringing aliens in the steerage at \$150 a head, and big business will see to it that the opportunity for making big money is utilized.

Only recently the officials of 17 foreign steamship companies notified the Commissioner of Immigration at New York City that 15,000,000 aliens were headed this way and that they had applications for steerage accommodations seven years in advance, and the commissioner said he had corroborated this statement by consulting the immigrants, and that he was convinced—

whole races of Europe are preparing to remove to America. Never before since the early days of barbarian Europe has there been such wholesale migrations of population as that which is now in contemplation, with the United States as its destination.

The House Committee on Immigration has acted with exemplary diligence and wisdom in bringing in the Johnson bill. For a year it has been engaged in an investigation into the situation, and the House leaders are to be commended for their patriotic foresight in providing for the immediate consideration and passage of this needed legislation.

And all this has been done by the House in response to public opinion and the existing emergency in spite of the tremendous organized opposition restriction always meets. It is always the same old line up when we endeavor to look after the best interests of America and Americans in this particular field. The war tore the masks off some of the hyphenated opposition, such as the German-American Alliance, which was found engaged in disloyalty, and whose charter was repealed by Congress as a result.

At present the antirestriction and foreign point of view seems to be led by the so-called Interracial Council and the American Association of Foreign Language Newspapers under the same identical working head. According to the House committee hearings, the council has two sets of offices in New York City, employs a staff of 50 persons, and has spent in its campaign for 5,000,000 aliens this year, for a reduction in alien deportations to a minimum, the maintenance of foreign-language newspapers, foreign-language associations, and the like over \$213,000, contributed by the foreign steamship companies, Standard Oil, and other similar interested corporations, which in this particular propaganda are certainly not very mindful of America's best interests in their pursuit of larger profit.

The activities of such a powerful propaganda, backed by such powerful interests and influences, account for the spread of much misinformation calculated to undermine the popular demand for restriction. Arrayed against such an antagonist, masked as public-spirited, are the patriotic orders truly devoted to our country, its institutions, and its ideals. To them I appeal for hearty, energetic, vigorous, and unrelenting support of this worthy legislation, which real Americans know and feel is absolutely necessary at this time of war-torn conditions to protect this country and its ideals and its people from a real peril.

The Republican Party, with its usual foresight, and its standard bearer standing on the plank, reiterated time and again during the last campaign, that "The immigration policy of the United States should be such as to insure that the number of foreigners in the country at any time shall not exceed that which can be assimilated with reasonable rapidity." The platform also declares for a protective tariff. I am for putting

up the bars against both the foreign cheap labor and the products of foreign cheap labor. To do one and not to do the other is inconsistent and illogical and would amount to special privilege. There are millions of unemployed. I am for shutting out foreign workers and their products in order that home industry may start up and our own be given something to do. I am for shutting out the foreign anti-Government movement that is being brought here. I am for shutting out the epidemics now raging in Europe and that are being started this way by immigration. It is time to act if this country is to continue the best place on earth to live in. A trying period is just ahead of us. Men are having to work for less wages, if they are able to find work. The House committee has assembled the facts and there is no escape from their conclusions. I have here the printed hearings of both the House and Senate committees.

They contain a statement made by the representative of the Patriotic Order Sons of America, Mr. J. H. Patten, who nearly a year ago before the House Committee on Immigration forecasted the very situation that confronts the country to-day in this particular field, in his argument against a resolution proposing to waive existing law and admit head-tax free illiterate pauper Mexican alien labor. I indorse Mr. Patten's splendid argument and make it a part of my remarks. Recently he appeared before the Senate Committee on Immigration and again argued for this needed legislation and against any relaxation in existing law. On both occasions he spoke for the Patriotic Order Sons of America. My regret is that there are not more such patriotic 100 per cent American organizations represented here and that it does not embrace every 100 per cent American as a member. I am proud to say that up in my district the order has many camps and a big membership, which have kept alive for almost a century the red, white, and blue flame of patriotism, devotion to God, our country, and the American principles handed down by the sons of America of 1776. It is a fine thing that there is such a splendid order, that it is on guard, and that it has such able representation here before committees of Congress. I take great pleasure in making Mr. Patten's statement before the Senate Committee on Immigration also a part of my remarks:

STATEMENT OF MR. JAMES H. PATTEN BEFORE THE HOUSE COMMITTEE ON IMMIGRATION AND NATURALIZATION, FEBRUARY 2, 1920.

MR. PATTEN. I represent the Patriotic Order Sons of America, whose traditions go back to the "Sons of America" of 1776. The Sons of America is a patriotic, fraternal, and beneficiary society. It cares for its sick, buries its dead, looks after their widows and orphans, provides insurance, stands for compulsory school attendance, believes in the freedom of conscience and the freedom of religious worship.

MR. KLECZKA. What is the membership of the order?

MR. PATTEN. The order now has on a membership drive for a million members. The membership is scattered from coast to coast and border to border. In Pennsylvania, which has the largest State membership, there are 124,381 dues-paying members, all native born. Their patriotic attitude is well illustrated by the fact that within a few weeks after war was declared with Germany in one day the order furnished to an Army recruiting officer at Scranton, Pa., more men than any other patriotic or other organization furnished at one time and a larger percentage of their enlisted membership made the supreme sacrifice. The Pennsylvania membership alone furnished over 25,000 enlistments. The organization in Pennsylvania has a number of regiments under arms as a part of the Pennsylvania reserve, and nearly 3,000 enlisted on that occasion. The War Department refused to accept their officers, but that did not deter the men and some of the officers enlisting as privates.

The organization favors effective restrictive measures, good naturalization laws, and their vigorous enforcement and efficient administration. It backs the public-school system and advocates flying the flag over every public-school building. It will, with its own funds, present to any school a flag. The order wants illiteracy banished from the land. Consequently its members urged the illiteracy test for immigrants, believing that literates make as a rule better citizens than illiterates, and that such legislation would cause foreign countries to establish schools.

The order is opposed to House joint resolution 271. Its members believe we now have enough illiteracy and ignorance in this country without importing any more. Only last week the Senate passed a bill, the Kenyon bill, appropriating initially \$6,500,000 to eliminate illiteracy. It was stated on the floor of the Senate by Senator Kenyon, the author of that bill, that there were about 8,500,000 illiterates in this country. He asserted from his knowledge of conditions, as chairman of the Senate subcommittee, which investigated the steel strike, that there is nothing in his judgment that can be done that will come nearer remedying bolshevism, communism, and syndicalism than eradicating illiteracy, and particularly foreign illiteracy. I have here the testimony of Margolis, who appeared before the Kenyon subcommittee. He was educated in our schools and our universities. He is an officer of the court. He has been admitted to practice law in Allegheny County, Pa. Every attorney is an officer of the court. As an attorney he took an oath to uphold the Constitution and support the laws of this country.

MR. KLECZKA. Is it true that disbarment proceedings are now pending against Margolis?

MR. PATTEN. I do not know. I think they ought to pend, and if I were the only member of Allegheny County Bar that would move it I certainly would start such disbarment proceedings against him. He testified he did not believe in God, in the Constitution, in the necessity of government, in truth, in honor, in churches, or in property, and yet he admitted that he had property in the form of money and bank stocks and insurance; that he was an officer of the court and had

affirmed as a man that he would uphold the Constitution and the laws of this country. He admitted he was going about the country, and particularly among the alien illiterate and ignorant, advocating the "disappearance" of this Government, but said he did not believe in the use of violence. He is a lawyer, he has a trained mind, and he understood where to draw the line and where the line was drawn by law. He said he did not believe in violence of any kind at any time, and when Senator McKellar asked him, "What would you do if some man entered your home and assaulted your wife?" he replied, "I would ask him to desist."

MR. RAINEY. Where does this man live?

MR. PATTEN. In Allegheny County, Pa.

MR. KLECZKA. Can you give the page of the testimony before the Senate committee in the hearing where Margolis's testimony is given?

MR. PATTEN. I have not the page at hand. Nevertheless, what I have stated can be found in the published hearings and in the CONGRESSIONAL RECORD. When he was asked what he would do about compensation if the Government took all capital and property for communistic purposes he said he did not think the Government ought to pay for the property; that labor had been robbed of the property and society was entitled to have it back free.

The Patriotic Order Sons of America teaches "Devotion to God, to our country, and to ourselves—our consciences." It puts God first, our country next, and then thinks we are bound to be true to ourselves and our consciences. It did everything that could be done, that it could do, spending its own money during the war, to further the cause against Germany, because it believes in the necessity of some kind of government, and we have in this country the best system of government devised to date. It is doing everything it can do now to fight bolshevism, communism, and syndicalism, because its members regard our existing form of government better and closer to the people than those proposed anarchistic forms of political control.

MR. KLECZKA. Has your organization taken any attitude in reference to any proposed sedition law?

MR. PATTEN. The organization believes in the Constitution, free speech, the right of free assemblage, and free press. It is strong for the so-called Bill of Rights won with blood through the centuries and which does not exist in soviet Russia. It would like to see everything done—it would like to see Congress pass any law that will tend to reduce sedition and traitorous efforts in so far as such legislation leaves the Bill of Rights intact. I feel confident its membership does not want to see free speech or free press abridged. Its members are for law and order and believe in the necessity of government. That is one of the chief reasons for their demand that ignorance and illiteracy be banished and excluded from the land. They realize that no learning like a little learning is a very dangerous thing. They fear ignorance. They think it jeopardizes our institutions. They are not cowards, but they are afraid of ignorance and also afraid of falsehood and of tyranny. Anything that will reduce to a minimum ignorance and falsehood and misrepresentation of conditions and that throttles tyranny is something that they are for.

House joint resolution 271 contains language to which I would like to call your attention, if I may. The first "whereas" states the fact that there is a shortage of farm and ranch labor in the States of Texas, Arizona, and New Mexico at the present time, and that it will be impossible next season to harvest certain crops unless illiterate pauper contract Mexican labor is admitted. Some of the speakers stated that it had been raining so many months in Texas and the Southwest that they would not be able to raise any crops next year unless the rain ceased. There is a great deal of truth in that statement. The cotton crop was seriously injured last year by excessive rainfall, and rainfall has prevented any crop preparation so far this year. But there can not be a shortage of labor to raise cotton until it is possible to start the work of raising cotton.

As to the shortage of labor in the best sugar industry, will that occur until after the crop is planted? The crop has not been planted. The labor shortage assertion is as yet a mere prophecy. It is speculative.

The last "whereas" on the first page of this resolution reads "Whereas the director general of immigration." Of course, there is no director general of immigration. What is meant is the Commissioner General of Immigration. That title is important unless this committee desires to change the title of that department officer.

The last proviso of the resolution is mandatory. It adopts and makes law, without reciting them, the regulations issued by an administrative officer in 1917 and 1918 with reference to the admission of pauper and illiterate Mexicans exempt from the head tax. It makes such admission mandatory. Illiterate Mexicans would have to be admitted without payment of head tax, for agricultural purposes, regardless of the labor market. There must be a reason for making those regulations mandatory. Why not give some Federal official discretion to determine whether such admissions were urgent, if the resolution is to be reported favorably? Some of the proponents of this resolution, admitting that they had something to do with securing the circulars of May 23 and May 26, 1917, stated there was no law for such admissions. They explained that the Secretary of Labor allowed such admissions under some mysterious, undefinable, and indefinable war power. Of course, this is a Government of law even in war time. We have a written Constitution. We have written laws. No Government official has legal authority to do anything which is not authorized by the written Constitution or by some written law enacted by Congress. I understood Congressman HUBBERT to say that the department informed him there was no specific law authorizing the admissions it had authorized in the circulars of May 23 and May 26, 1917.

MR. RAINEY. Just as a matter of information: In the regulation during the war permitting the admission of Mexican aliens into the United States as agricultural laborers, did they suspend the head tax?

MR. PATTEN. Yes; Mexicans were admitted without the payment of any head tax, although, it seems to me, Congress never intended that they should be in such numbers or for such a purpose. But Secretary Wilson—and he is the judge—does not share my opinion. I have here a copy of a letter dated May 31, 1917, within a week after the circulars were issued and the suspensions were made, signed by the Secretary of Labor, Hon. W. B. Wilson. It is seven pages long. It is No. 54261-202, addressed to the then chairman of this committee. The letter, in part, reads as follows:

"Your letter of May 27 was received in due course, and it affords me pleasure at this time, my first opportunity, to furnish you with a statement of my reasons for issuing the circular of May 23, directing that laborers coming into the United States temporarily and strictly for the purpose of doing farm work shall be admitted, under proper restrictions to prevent abuses, from the Republic of Mexico, and for amending that

circular on May 26 to include the Dominion of Canada, such order allowing the laborers to enter for the purpose indicated, even though they may be illiterate and may be induced to come by the fact that a promise of employment on a farm has been held out to them.

"The order in question is based upon the ninth proviso attached of section 3 of the immigration act of February 5, 1917, reading: 'Provided, That the Commissioner General of Immigration, with the approval of the Secretary of Labor, shall issue rules and prescribe conditions, including exaction of such bonds as may be necessary to control and regulate the admission and return of otherwise inadmissible aliens applying for temporary admission.'"

I skip several pages and read part of a later paragraph:

"Of course, the department has not taken at full value all the representations which have been made with respect to the demand for farm labor. It realizes that the situation in which the country now finds itself could be availed of by those with selfish interests to serve to obtain a supply of cheap foreign labor."

The concluding paragraph is as follows:

"If the department had not felt certain of its authority under the law and of its ability to avail itself of this authority without producing a situation that would in any material or substantial sense result in permanent evasions or violations of the salutary and beneficial purposes of the statute, the enforcement of which has been intrusted to its care, you may be certain it never would have issued the circular of May 23; and I wish to assure you now that the matter will be handled in such a way by this department that neither you nor any other Members of Congress that have taken so active and earnest an interest in placing this law upon the statute books will have any just cause of complaint."

Following the above paragraph is, "Very truly, yours, W. B. Wilson, Secretary."

"I have here a Senate document, No. 79, of this Congress, which deals with the continuance of the passport control system. It contains a message from the President of the United States, together with communications from our foreign ambassadors, consuls, and ministers. Among other things, President Wilson says in this message, which is dated August 25, 1919:

"The immigration officials enforcing the immigration laws at the ports of the United States will not be able successfully to prevent the entry of all improper and dangerous persons because of the impracticability of developing a system of intelligence and investigation abroad, to work in sufficient close relationship to the immigration organization in the United States to be thoroughly effective in distinguishing between those whose right to admission should not be questioned and those whose admission would be injurious to the country."

And further on the President says:

"It is important that I should add that the increase in the number of persons desiring to come to the United States has already almost overwhelmed the existing organization abroad, and that it is very doubtful whether the system of control can be kept in operation for more than a few weeks longer without additional appropriation."

"With the relaxation of restrictions upon transportation which is gradually taking place, the burden of examining applicants for passport visas will become so great as to be entirely beyond the capacity of the number of officers whose employment existing appropriations make possible. Therefore, it is of the utmost importance that if the Congress decides, as I hope it may, that the public interest requires that the existing system of control should be maintained and extended, it will enact the necessary legislation, preferably by joint resolution, and make ample appropriation at the earliest possible moment."

There is also a letter from Secretary Lansing calling attention to the enormous number of objectionable aliens that are congregating in and filling up foreign ports for the purpose of rushing to America as soon as peace is declared and they can obtain passage.

I cite it because it shows that as soon as peace is restored the steamship companies are going to bring all the immigrant labor that their storerooms will hold. Present immigration statistics already indicate a tremendous increase in immigration. Last fall 4,000,000 men were demobilized. Next fall, if ever, we will have enough labor to do the work of the country. If the literacy test, and the head tax, and the contract labor provisions are to be suspended this year to get more labor, you gentlemen of this committee might as well make up your mind to report—if you report this resolution—a resolution that will absolutely repeal our contract labor law, the literacy test, and the head-tax provisions. That is really the issue, and I hope you will face it as such.

Mr. KLECZKA. But you said there would be sufficient labor in the country next fall?

Mr. PATTEN. I said, if ever, there will be sufficient labor in the country this year. That's my guess now. Four million soldiers are demobilized. Our standing Army is now reduced to less than a quarter of a million. A big immigration is coming, according to President Wilson, our foreign ambassadors, consuls, and ministers. Immigration statistics show an ever-increasing number of new arrivals. I do not expect the tremendous shortage that alarms some who have addressed the committee on this resolution.

(The committee thereupon took a recess until 2 o'clock p. m.)

AFTER RECESS.

The committee reconvened pursuant to the taking of recess, at 2:30 o'clock p. m., Hon. Albert Johnson (chairman) presiding.

STATEMENT OF MR. J. H. PATTEN—RESUMED.

The CHAIRMAN. The committee will be in order. We will resume the hearing with Mr. Patten. Just before we recessed, if I remember correctly, you read from a letter from the Secretary of Labor a paragraph in which he undertook to justify to Judge Burnett his suspension of the law as it applied to admission.

Mr. PATTEN. The letter was dated May 31, 1917; that is, within a week after the regulations of May 23 and May 26 were issued suspending the head tax, illiteracy test, and contract labor provisions of the law as to border immigrants.

The CHAIRMAN. Will you read the last paragraph again?

Mr. PATTEN. Secretary Wilson first states in the letter that he has suspended these provisions. Then he quotes paragraph 9 of section 3 of the immigration act of February 5, 1917, as authority for such suspension, and he closes his letter with this statement:

"If the department had not felt certain of its authority under the law and of its ability to avail itself of this authority without producing a situation that would in any material or substantial sense result in permanent evasions or violations of the salutary and beneficial purposes of the statute, the enforcement of which has been intrusted to its care,

you may be certain that it would never have issued the circular of May 23; and I wish to assure you now that the matter will be handled in such a way by this department that neither you nor any other of the Members of Congress that have taken so active and earnest an interest in placing this law upon the statute books will have any just cause of complaint."

The CHAIRMAN. The reason I asked you to read that is that as I remember listening to Judge Burnett, then chairman of this committee, he contended that the Secretary of Labor did not have that right. It was a matter in dispute all the time. Of course, if he did have it, he has it now, as I said awhile ago.

Mr. PATTEN. Unquestionably, and it is the same Secretary of Labor, and there ought not be any doubt in the minds of anyone who consults him that he thinks he has authority under existing law to suspend the law if he thinks the emergency exists. I read the letter to show that the proponents of this resolution, including the author of it himself, Congressman HUDSPETH, were in error as to the facts about there being no law as far as Secretary Wilson is concerned. I understood Congressman HUDSPETH to say last Friday that the department told him there was no specific law authorizing the suspensions, and that he understood it was done as a result of some war power.

My reason for reading the letter was to show that if the proponents of this resolution were mistaken as to there being no law they might also be mistaken as to there being this spring, summer, and fall a shortage of labor. Might they not be in error as to there being no other labor on earth except the pauper, contract, illiterate Mexican labor that would do this work? Of course, it is human to err, and I assume that a human who errs about there being no law might also err about a prospective labor supply.

Mr. PATTEN. Yes. As I understand the testimony before this committee, some have even gone so far as to smuggle them into the country contrary to law, just as Negro slaves were smuggled into the country after 1869.

The CHAIRMAN. What Mr. Hudspeth means is that from the time the State was organized they had transient labor coming in to do this common farm labor.

Mr. PATTEN. Just as the potato growers of Maine and the factories of Detroit and Toledo and other places along the northern border have been used to having a little transient Canadian labor, just as some States had Negro slaves, just as some employers had other illiterate alien labor, even coolies.

Mr. RAINEY. Yes. I feel that the committee are going to pass upon this matter just the same, assuming that this labor would fill in a very important place with these people down there—that they could use it on emergency occasions.

The CHAIRMAN. I think that the committee has agreed that there is a shortage of common labor, particularly for agricultural purposes, practically in every State in the Union.

Mr. WILSON. The only thing we are interested in is the advisability of our making an exception for Mexico and Canada, these countries adjoining us, and suspending the literacy test and the head tax for temporary and emergency purposes on account of the shortage of labor. That is the only question we are interested in—the advisability of our doing so.

The CHAIRMAN. And whether in doing that you incite labor now employed at this work to move to other places, and whether the small farmer would be satisfied to see that done.

Mr. PATTEN. I was attempting indirectly to answer that argument by reading this letter and suggesting thereby that possibly the Secretary to-day may not believe that there is an emergency in the Southwest. To be consistent, if he did believe so, he would admit Mexicans, illiterate pauper contract laborers, as he did during 1917 and 1918. Of course, he may have changed his mind about the warrant of law to do so, and I hope he has.

Mr. WILSON. I do not suppose there is any scarcity or emergency down there at this immediate moment because this is not the time of the year in which it arises.

Mr. PATTEN. No, sir; but the resolution declares there is.

As to the wisdom of passing a law which will allow a certain section and a certain class of large employers to import illiterate contract and pauper aliens from a particular country, such a law would be unconstitutional and contrary to the spirit of our institutions. There should be an equality of treatment all around not only within but without the country, unless there were racial differences or we were at war. If the big beet-sugar interests are to have illiterate pauper contract Mexican laborers, well may the street trust, the railroads, so-called Food Producers' Union of New York City have coolies for their work or for the farms. Here is a post card sent through the mails last October. It reads as follows:

"NEW YORK CITY, August 9, 1919.

"To the Congress:

"GENTLEMEN: With Chinese farm labor under contract for five years at \$30 a month and feed themselves food can be produced at low cost; otherwise not. Agriculturists—"

It does not say farmers—

"Agriculturists are tired of being made the goat and now pass the buck to Congress. Low-cost farm labor will provide a way for low-price food. It is up to you! Help save America! Food Producers' Union."

Mr. WHITE. Whom does it represent?

Mr. PATTEN. I know nothing more than what I have read. It calls itself the Food Producers' Union. It is sent out from New York City. Mr. RAKER. In other words, they want cheap food in the cities, and they are willing to have it that way.

Mr. RAKER. What is the use of camouflaging and getting around it? Mr. PATTEN. None whatever. This whole agitation is the same old fight for cheap labor and nothing else. They want cheap labor regardless of its effect upon everything except the labor market. There is going to be as much labor in this country, in my humble opinion, next summer when these beets come on and when this cotton grows as there will ever be. As I said, it is the same old fight. They want cheap, ignorant contract labor. With 4,000,000 soldiers demobilized and—

Mr. KLECZKA. These 4,000,000 soldiers are now actively engaged, are they not?

Mr. PATTEN. I presume most of them are. Surely some have not yet settled down. But I am not arguing the point. I simply suggest that next fall there is likely as not to be as much labor in this country as there will ever be, it seems to me, and if you are going to

suspend the law next fall, then you will be called on to suspend it the next fall, and the next fall, and you might as well face the real issue and make the suspension permanent. Face it and report a resolution to repeal the contract labor law, the head tax, and the literacy test. These interests have had the law suspended for two years and will be back after the third and each succeeding suspension, in my humble judgment, if you yield to them now.

The CHAIRMAN. You mean to say something like this: That if cheap labor is brought in to do farm work in the beet sugar or any other industry that it then deprives labor now in the United States of falling back to that work?

Mr. PATTEN. That is true. But I was arguing that this resolution states that an emergency will exist next year that should be taken care of by a temporary one-year suspension—that it is not a permanent policy which is sought to be established. My suggestion is that if there is going to be a scarcity of this kind of labor this year there is going to be a scarcity every year hereafter, and that these same employers will be here annually seeking this special privilege.

Mr. SWOPE. If the Mexicans come in this next year there will be nothing to induce American labor to go down there against that Mexican labor.

Mr. PATTEN. Precisely. During the last year there were legally admitted 39,610 Mexicans, and during the year 29,411 Mexicans left the country, according to the Annual Report of the Commissioner General of Immigration. In other words, there was a net gain of over 11,000 last year.

Mr. SWOPE. My point was that there would be nothing to induce American labor to go down there and work as long as they bring in this Mexican labor for the particular emergency.

Mr. PATTEN. That is true, but their argument is that it is impossible to obtain other labor. It is the same old argument against restriction. I quite agree with your suggestion and think that now, if ever, is the time to get American labor into those industries. My further suggestion is that if it is impossible to get labor this fall, it will be impossible next fall, and the next fall, and so, after all, this is merely the same old fight to establish a precedent by which they will obtain in effect the repeal of the literacy test and the head tax and the contract labor law, so far as they are concerned, and if for them, why not for all others?

Mr. RAKER. The mere question of competition would be and is now a small thing as compared with the fact that these people are not asked to come here to become citizens and become a part of this country. Is that true?

Mr. PATTEN. That is true. I think it a bad policy to admit those whom we don't want and can't make good citizens. I think that those that are allowed to come in here ought to come in with the idea of becoming citizens, and that should be our idea of admitting them. I believe we can get all we want of that kind and type and who will become good citizens. I think it is unfortunate to-day that there are some 10,000,000 aliens in this country, practically every one of whom could have been naturalized papers and most of whom could have been naturalized if they had wanted to and had applied for naturalization. I think that we ought to naturalize and assimilate what we have here.

Mr. SABATH. You say there are over 10,000,000 aliens that could have been naturalized and been naturalized in this country?

Mr. PATTEN. I think very few aliens have come here since the war started, in 1914, five years ago. There is no question about there being 10,000,000 aliens in the country.

Mr. SABATH. Does that not include children and women and men, every one?

Mr. PATTEN. Wives and children follow the citizenship of the husband, as a rule. About three-fourths of the almost 10,000,000 aliens that came here during the first decade of this century were adult males. There are 10,000,000 aliens in the country who could be citizens if they wanted to. At any rate they could have taken out first papers.

This resolution is simply a question of whether you want to repeal the literacy test, the contract-labor provisions, and the head tax, and whether it ought to be done for a few States. If done, it should be done for all 46 States and Territories. It ought not to be done as to one nation—Mexico—or two nations—Mexico and Canada—but ought to be done as to all nations, if we are to live up to our treaties and the most favored nations clauses contained therein.

Mr. RAKER. If they do it at all.

Mr. PATTEN. If you have a law treating citizens of Mexico different from the way in which you treat the citizens of Italy, or after peace is signed, even Germany, the most favored nation clause in our treaties with those nations will be cited for equal treatment. There will be international difficulties. Then is it fair to other sections and other industries of this country to pass special legislation giving a particular section or a particular business or a particular industry a special privilege of cheap labor of this kind? Is not such contrary to the spirit of our institutions? I confess I have my doubts as to whether the Supreme Court would hold such a law constitutional.

With reference to farm labor and wages paid farm labor, there was published in yesterday's Washington Post an interesting letter by Mr. T. C. Atkeson, Washington representative of the National Grange and Patrons of Husbandry, that throws some light on what has been said here by those who claim farm labor is underpaid and can not be obtained at any wage. The chairman read a letter this morning from Mr. Atkeson, of the National Grange, in opposition to this resolution, and I understood the chairman to say that he had phoned here it would be impossible for him to be present in response to the chairman's invitation as he had an engagement at the White House, and that he virtually authorized me to speak for the grange in connection with that letter in opposition to this resolution. I would like to ask the privilege of printing in these hearings Mr. Atkeson's letter that was in yesterday's Post. It is not very long.

The CHAIRMAN. Just read the subhead.

Mr. PATTEN. The title is "Farmers' profits so small labor can not be retained. Decrease in food products seen by National Grange."

Among other things he quotes the wages paid farm hands per month, including number of farms in the United States during the year 1918, quoting statistics from reports of the Department of Agriculture. He states that the highest wages paid to farm labor monthly is paid in Utah, \$64 a month, and that the average for the United States is \$34.92 per month. He attributes the lack of foodstuff production to the fact that farm life financially and otherwise is not as attractive as it ought to be to put on the farms the labor that is necessary to produce the foodstuffs needed to clothe and feed the world.

I understand from his letter to the chairman and from this letter that he is of the opinion that the admission of this cheap labor

would accentuate tenantry and absentee landlordism and would put the small farm home owner, who actually tills his own soil, at a greater disadvantage with these large plantations and ranches and sugar-beet interests, which want to import this cheap labor—Mexican labor—with which, directly or indirectly, the small-farm owner would have to compete, just as happened in slavery time, and which drove the average white man to the hills and mountains of the South to eke out a precarious existence hunting, fishing, and moonshining. It has not been very long since the southern cotton planter agitated to control the cotton acreage in order to get a better price for cotton.

Mr. SABATH. Is it not the fact that there was such an organization as that, and they advertised in the newspapers—in a large space in some of the papers—not only to plant a certain acreage but also to hold the cotton until it reaches a certain price?

Mr. PATTEN. That was done for effect. It was largely psychological. I know something about it. I was interested. I am interested in the cotton industry. In South Carolina in 1906 and 1907 the millmen and others prevailed upon the legislature to send the commissioner of agriculture abroad to bring in desirable immigrants, which he did—two shiploads on the *Wittekind*. The farmers took the matter up. The law was repealed and South Carolina expressly forbade any State official, directly or indirectly, to bring immigrants into the State.

Mr. SABATH. You also remember from what country these immigrants came?

Mr. PATTEN. Hon. E. J. Watson, who was commissioner, went to Belgium. The "carefully selected" immigrants were not all Belgians.

The CHAIRMAN. Did they stay in South Carolina and work after they were brought here?

Mr. PATTEN. No. At the end of a year not more than 5 per cent were in the State, although every one of them had been located very carefully on plantations, in the shops, or elsewhere, in some position and at some work.

Mr. SABATH. You know also the reason why they did not remain there?

Mr. PATTEN. Many of them went to Fall River, Mass. Many went to New York. Some went to New Orleans.

Mr. SABATH. Do you know the underlying reason why they did not remain there and why they left there? You are familiar with that as well as I am.

Mr. PATTEN. I am not familiar with the evidence. If that is true of South Carolina, then I would suggest that something of the kind might well be true of other States—Texas, Arizona, New Mexico, and Colorado.

Mr. SABATH. That might be.

Mr. PATTEN. And that the class that they want to bring in in the Southwest is the only class that would permit or put up with that kind of a condition.

The CHAIRMAN. And that is the fundamental argument as to why Congress should not repeal the contract-labor laws.

Mr. PATTEN. It seems to me so, Mr. Chairman. Attempts have been made to repeal the contract-labor law. An attempt was made in 1908. Similar arguments were presented to this committee. It was solemnly stated that unless contract labor was imported into Hawaii the sugar industry, the sugar interests said, would languish and die, Japs and coolies were absolutely necessary to save it, they said. The bill did not become law. The Hawaiian sugar industry still lives, stronger and huskier than ever.

Mr. RAKER. They are here again.

Mr. PATTEN. The bill was not passed, and the industry is prosperous to-day. It did not languish and die. I do not believe that the sugar-beet industry of Colorado and other States of the Southwest will languish and die for lack of Mexican pauper illiterate aliens to work under contract. Neither will ranching or cotton growing.

Mr. RAKER. In addition, the sugar interests and the rice interests in the Hawaiian Islands have been before this committee for the last four years with very strong representations, and I understand they are here now in Washington to get another hold to try to get 40,000 Chinamen into Hawaii.

The CHAIRMAN. It will interest the members of the committee to know that they are waiting for this hearing to close so that they can get a date to present their case.

Mr. PATTEN. Face the real question and propose the repeal of the literacy test, which it took a quarter of a century to put on the statute books and which went through the House and Senate more times than any other bill that has been presented to the Congress, and it is the only bill, I believe, that has ever been to the White House and been vetoed as many times as it was. It passed over the fourth veto precisely 20 years after the first veto.

I did not come here to argue the question of building a wall around this country to keep every foreign-born person out. I am in favor of keeping out ignorance and eradicating the ignorance and illiteracy that is here. But I notice that a distinguished gentleman did come to Washington on November 26 and practically advocate such a wall. According to the Washington Post of November 27, 1919, there was a Mr. Bran, of Nebraska, at the Shoreham at that time, who said:

"I would cut off immigration from all the world until the world is once more normal and there is some definite means of gauging the temper of the people of the different countries who desire to come to our shores."

With reference to the resolution, it seems to me that if you admit illiterate aliens under contract to labor without the payment of head tax for the Southwest and the beet sugar, live stock, and big cotton interests of that section, you ought to do it and you will be called upon to do it for other sections and other interests of the country.

The CHAIRMAN. In other words, this committee could not go on the floor to support this measure written by some one or one similar to it without being in a position where we are bound to meet an amendment offered.

Mr. PATTEN. Precisely. In the second place, I think if you are going to do anything of the kind you might as well make up your mind that you ought to bring in a bill repealing the head tax, the literacy test, and the contract-labor provisions of the Burnett immigration law, and not leave the literacy test wall on the Atlantic and on the Pacific Oceans and demolish it along the Mexican and Canadian borders.

Mr. RAKER. Just the reverse. I am asking for information solely. Every man who is interested in America in its proper development

should do what he could to prevent the repeal of the literacy test, to prevent the repeal of the head tax, to prevent the repeal of the labor law, and make it more stringent so as to keep out any undesirables, criminals, and otherwise in this country.

Mr. PATTEN. I quite agree with you. I read this morning the message of President Wilson sent only last August to that effect. He says there are many undesirables congregating at foreign ports to come here as soon as peace is declared. It seems to me that at this time instead of relaxing our laws we ought to be more vigorously enforcing them and we ought to be considering additional restrictive measures instead of a resolution to suspend existing law. That is my opinion and I think that with the Senate passing a bill and the House being urged to pass a bill appropriating \$6,500,000 to eradicate illiteracy we ought to be careful about letting down the bars and importing more ignorance and illiteracy.

Mr. RAKER. Taking your statement as given there as to the average wage of farm labor, it has been stated here, and I suppose it is practically uncontradicted, that they left the farm on account of better wages. Now, if the better wage was paid them, better housing conditions, better provisions made for them so that they might enjoy some of the pleasures of life, they would remain on the farm, don't you think?

Mr. PATTEN. The bees go to the honey pots. The average man will go where he can do the best for his wife, family, and himself. The average monthly wage paid farm hands is \$34. I think to-day myself from what I read and what such men as Mr. Atkeson state and what I know about agriculture, and I am interested in it, that there is only one way you are going to keep them on the farm. There is one way to get them back on the farm, it seems to me. Make it more attractive there, more remunerative there, than it is where they are now. That is my idea.

Mr. WHITE. Have you any idea in the world how to do that, my good friend?

Mr. PATTEN. I do not believe you will do it, Mr. White, by importing cheap illiterate pauper Mexican labor under contract to work on the farm in competition with them.

Mr. WHITE. Certainly not; in a general sense. You benefit the man who is hiring these men. They will compete with the man that does not require that labor.

Mr. PATTEN. Certainly.

Mr. WHITE. I do not want to interrupt the speaker.

Mr. PATTEN. I am delighted to be interrupted by you.

Mr. WHITE. I want the committee to hear me at the proper time on this one proposition as to why men do leave the farm to better their condition. To understand that proposition, I want the committee to hear me on the proposition of the average wages paid on the farm. I can say what I have to say in a few moments.

The CHAIRMAN. Let us conclude with Mr. Patten, and then we will hear Mr. White.

Mr. PATTEN. I have an editorial clipped from this week's issue of the Saturday Evening Post which is quite indicative of public opinion in this country. It seems to me. The Post was founded in 1728 by Benjamin Franklin and has been published in Philadelphia every Saturday since. It has a weekly circulation of two and a quarter millions. It is safe, sane, and conservative, and at the same time aggressively firm, courageously progressive, and intensely broad minded. Its editor, Mr. George Horace Lorimer, is a close student of conditions, a keen observer of the course of events, and a writer with real vision. I call attention to the editorial because it seems to me it well summarizes the point of view of practically all Americans, and because I see in it fundamental patriotic suggestions which Congress and the Nation ought to heed. The editorial is entitled: "Self-preservation," and is as follows:

"SELF-PRESERVATION."

"Deportation and immigration are the two great questions before us. We have made a good start at the first, but it will be useless to continue deportation unless we are prepared to take equally drastic action on immigration. Those aliens who deplore our individualistic, capitalistic system are preparing to come over here by the hundred thousand to enjoy its benefits and if possible to join with their fellows already here to short-cut to fortune by confiscating our capital.

"We must rid our minds of the notion that America is some kind of a world institution for the care of nuts; that Americans have no rights that her guests are bound to respect; that her citizenship is open to anyone to accept or reject as his own whims and interests dictate; that men who can not speak our language have a God-given right to tell us where to get off; that we can make a few passes over anyone regardless of race and presto! an American; or that we can keep on ceaselessly dividing with the whole world and have as much as we had before.

"People talk of these immigrants from Russia, from Hungary, from the Balkans, as if all they need to become Americanized is to learn not to keep the coal in the bathtub and to be taught a little pushcart English. They see the Negro problem; but they can not grasp the Russian problem. They do not understand that many of these alien peoples are temperamentally and racially unfitted for easy assimilation; that they are living in an age two or three centuries behind ours. They are white, they can read a few lines, and they have a few dollars—so in they come. We need three generations to educate, to crossbreed with western strains, and to assimilate a large number of those that we have here now.

"This matter of Americanization is only partly a question of education. Many second-generation Americans from central and eastern Europe, men with college degrees, are quite unassimilated to American ideals. Temperamentally and racially they are still Russian or Balkan or German. So, further immigration must not only be rigidly limited in volume but we must analyze the possibilities and desirability of different races in a way that we have never done before. The matter of race, as well as the qualifications of individuals, must be given more attention.

"Arguments for unrestricted immigration always go back to some petty, selfish reason—never to the great good of the country. A woman wants a cook; a manufacturer wants cheap labor; a laborer wants his relatives to share in the big wages; a politician wants votes; and aliens want to take over our property and our country. The rank and file of these unassimilated aliens still live mentally in the ghetto or as peasants on the great estates. In thought they are still stoned by the pentile; still ground down by the master-yoked in mind to the ox of the field. Freemen, they walk among us, but they are not free. They are serfs to tradition—narrow, suspicious, timid, brutal, rapacious—easily persuaded by their fears and blindly led through their ignorance.

"It has been truly said that no man is under obligation to burn down his house even to warm the widow and the orphan. America is under no obligation to destroy herself in a hopeless effort to transform overnight the results of centuries of serfdom, ignorance, and brutality into upstanding Americans. License is as close as the mass of these eastern Europeans can approximate to the idea of liberty.

"No foreigner has any rights in or to America except those that we choose to give him, and we have been so free-handed in the past that we shall soon have very little left to give. Our great prosperity has been due to two factors—America and Americans—the country that was handed to us in trust and that because of its natural advantage bred a peculiarly happy and prosperous race. Increasing population beyond a certain point means decreasing opportunity and prosperity, and so a lowered standard of living. That is one great factor in Europe's troubles—overpopulation of the land, overcrowding in the cities, with fewer opportunities and less to go around. Many of the things on which we pride ourselves, that have made us strong, self-reliant, and prosperous, are due to luck—our luck in having a big fertile country, rich in raw materials and with enough outdoors untouched and unspoiled so that we can get up against nature in our work and our play. Conversely, many of Europe's troubles, many of the conditions over there that we decry, are due to overpopulation, insufficient natural resources, and the lack of any real outdoors, except the sophisticated, doped-up resorts of the tourist. Let us guard jealously what we have left and be in no hurry to hand it over to aliens or we shall cheat our sons out of their rightful inheritance.

"The supply of cooks may be increased, but only temporarily. Gone, too, is the day when labor can be regarded as a commodity, imported like raw material and treated like it. Relatively larger wages have been permanently secured by labor, with all that that means in the shape of better men and happier lives. We have been having a mad ride on the merry-go-round, bringing over more men to make more goods to sell to more immigrants to make bigger profits to build bigger factories to make more goods to sell. We are wasting and exploiting our resources to the limit, jazzing up production, jazzing up consumption, inflating population, inflating standards of living, inflating fortunes, living faster and faster, getting bigger and bigger, swelling up and up—

"What's the hurry? What's the use? What's the finish? In the end, by some process, we must get back to sanity. It all works down to a question of shortsighted selfishness, the immediate dollar and the devil take our country; or farsighted selfishness, conservation, and self-preservation, with the kind of an America that we found as a heritage for our children, with a chance for them to make good in the old American way.

"A fair field and an unspoiled country is a start to which every American is entitled. The honest gains of his honest work, the reward of his brains, his efficiency, and his industry, is a finish that no American will forego because an alien wants to steal it from him."

STATEMENT OF MR. J. H. PATTEN BEFORE THE SENATE COMMITTEE ON IMMIGRATION, JANUARY 19, 1921.

Senator HARRISON. How many more witnesses have we, Mr. Chairman?

The CHAIRMAN (Senator COLT). There was one witness more who had a statement to make, and that is Mr. Patten. Are you prepared to go on, Mr. Patten?

Mr. PATTEN. I am.

The CHAIRMAN. We will hear from you, Mr. Patten.

Mr. PATTEN. Mr. Chairman and members of the Senate Committee on Immigration. . . . I appear on behalf of the Patriotic Order Sons of America, whose principles and traditions go back to the Colonial period and to the "Sons of America" of that eventful epoch in our country's history. Although primarily a patriotic society, the Sons of America is incidentally a benevolent organization; it cares for its sick, buries its dead, tries to look after their widows and orphans, and performs other benevolent functions. The chief object of the order, however, is the inculcation of patriotism, devotion to this country, its institutions, and its ideals.

As a strong advocate of the American public-school system the order urged enactment of the reading test for adult immigrants. Its membership favored the test for the same reason they favored compulsory school-attendance laws. They see no reason why we should not require as much of adult aliens coming here as we compel of our own native-born adults. They believe that the enactment of the test will tend to increase, as it already seems to have done in Italy and elsewhere, the spread of public schools throughout the world. It is their opinion that, on the average, the man or woman who can read or write is better equipped for the struggle for existence, for earning a living, for being a better man or woman, and for more intelligently participating in our public affairs, than one who can not read or write. It is their contention that an elementary education better fits a person for citizenship, and that the ignorant and illiterate constitute a much more fertile field for the educated rascal and irresponsible agitator than the literate, else our whole public-school system is all wrong. Consequently, they are opposed to the repeal or any modification of that provision in existing law.

The membership of this and other similar orders have always taken a deep and somewhat intense interest in immigration legislation, and it seems to be an advanced and progressive stand. They are opposed, fundamentally, to any foreign interference of any kind whatsoever in our State or National affairs. They believe that our immigration policy is strictly and exclusively a domestic question to be determined by the people of this country through the legislative department of the Government.

They believe in putting the determination of our immigration policy ahead of business and every other consideration, except its effect upon America, American institutions, American standards, American ideals, and Americans, whether native or foreign born.

For that reason they would respectfully suggest that even the hand-made cigar factories of Tampa, the large cotton and sugar plantations of the Southwest, and similar employing interests whose representatives have been before your committee and the House committee during the past year, seeking legislation that will except illiterate, pauper, contract alien labor from the operation of existing law, should bow to the public-school principle and should thereby help instead of hinder the banishment of ignorance and illiteracy from our country.

They fear ignorance and illiteracy, the use which the educated rogue can and does make of the ignorant and illiterate, and therefore they favor its eradication as a necessary safeguard to our institutions and a blessing to our citizenship itself. They believe with Washington in raising here standards to which not only men, but nations, will aspire.

The Patriotic Order Sons of America is composed of local, State, and a national camp. At its last session the national camp adopted the following resolution:

"Resolved, That we urge the enactment of H. R. 6750, deporting dangerous enemy aliens; H. R. 8572, suspending immigration for two years, outlining a passport system, and for other purposes; the maintenance of our existing Chinese exclusion, Japanese exclusion, and Hindu exclusion policies; and the further restriction of immigration by numerical limitation of nationalities according to percentage of aliens naturalized."

The attitude of State and local camps is well illustrated by that of the Pennsylvania State camp, which recently adopted the following:

"Whereas our country is reported honeycombed with alien radicals, our ambassadors and other representatives abroad report foreign ports congested with millions of the worst elements awaiting peace and transportation to come to America; and inasmuch as we already have within our gates over 5,000,000 illiterates to be educated and over 10,000,000 aliens to be assimilated and Americanized: Therefore be it

"Resolved by the Pennsylvania State Camp, Patriotic Order Sons of America, in annual session at Harrisburg this 25th day of August, 1920, representing 132,267 members, That we urge the more efficient enforcement of all immigration and deportation laws, and favor the enactment of additional legislation, such as the Johnson bill, H. R. 12320, requiring alien registration and limiting the number of aliens admissible to shown capacity for Americanization and naturalization."

These resolutions look at immigration restriction from the standpoint of America and Americans rather than from its effect upon business or its advantage or disadvantage to the alien or his foreign land. The resolutions contend and the order argues that over 10,000,000 unnaturalized foreigners, over 1,200 foreign-language publications, the many foreign colonies and settlements, over 3,500,000 aliens unable to speak our language, and other similar conditions in our midst demand further restrictive legislation in order to afford our assimilative and Americanizing forces and institutions a chance to do their work. It is not more raw material that the melting pot needs, but more elbow room to do its work, in their opinion.

The order would like to see the number of foreign-language papers reduced to a minimum, and has urged to this end that they be deprived of the special reduced-rate privilege of circulating through the mails which our own press enjoys. It subscribes absolutely to the last public message of Theodore Roosevelt, which appeared the same day his death was announced, and which sounded like a warning from eternity, when he said:

"We have room for but one language here, and that is the American language, for we intend to see that the crucible turns our people out as Americans, of American nationality, and not as dwellers in a polyglot boarding house; and we have room for but one soul loyalty, and that is loyalty to the American people."

As I have said, the Sons of America feel that these problems should be viewed from the standpoint, first, of America and Americans. They think that 10,000,000 aliens, over 5,000,000 illiterates, and 3,000,000 additional persons among us unable to speak our language constitute a condition that ought not be further enlarged by importations from abroad or any other source, whatever may happen to the citrus fruit and cigar industry of Florida, garment making in New York City, the big cotton and sugar plantations of the Southwest, or the open shop.

It was a mere trickle or not more than 7,000 Negroes a year at its maximum that caused a four years' civil war and saddled this country and its people with problems that vex and will continue to vex them. And the argument advanced then was the same as that advanced now, for cheap servile labor, said to be necessary then to continue cotton growing, which before the Civil War and during slavery never amounted to 4,000,000 bales in any year, but recently, with slavery abolished and the slave trade ended, has increased to 16,000,000 bales.

Since the abolition of slavery the poor whites who were driven to the mountains because they could not compete with the large plantation owner who had the money to buy a large tract of fertile land and a large number of slaves, are coming down from the mountains and out of the hills, where they were forced to eke out a precarious existence hunting, fishing, and even moonshining, and are now engaged in the very work which it has been said the native born will not perform.

I do not believe the statement that Americans are too proud to do manual labor. I do not believe that our industrial and commercial prosperity is due exclusively to foreign "pick-and-shovel labor." I can not share the view expressed here that native-born children are not as ambitious to learn to read and write and are more inclined to commit crime than foreign-born children and children of foreign-born parents. If American conditions increase propensity for crime and strip offspring here of ambition and a desire to become better and prevent the human race progressing, then, may it not be asked, would it not be better to shut the gates and rescue the future generations of those coming here from becoming the victims of such degeneration?

Such propositions can be tested. The South has had practically no foreign immigration for a century. Few Southern States have more than 1 per cent foreign born, and only a very small percentage of foreign parentage. When it comes to growth in railroad mileage, bank deposits, cotton spindles, coal mined, or increase in population—increase in labor supply itself—out of their own loins the South has increased faster than, or as fast as, the North, which has received the bulk of the tremendous immigration that has come to this country during the past half century.

The representative of a farmers' organization called the attention of the House Committee on Immigration and Naturalization to this point when he said:

"I have here a table taken from the Tradesman of Chattanooga, Tenn., which shows that 18 Southern States and Territories, receiving during the past 15 years practically no foreign immigration, have increased in population, either black or white, or both, over 20 per cent per decade, while the population of the North, the labor supply of the North, has not increased much faster, with all its foreign immigration. The native birth rate in the Northeastern States, to which about three-fourths of the present alien influx goes, or is destined, has fallen off until it equals the death rate in some localities, or what is termed 'race suicide' has set in.

"This is not surprising when it is understood that 40 per cent of the present alien influx goes back to its native lands, as is indicated by official statistics, which showed that until recently only one-tenth of the number coming any year had ever been here before. The fact that a large per cent of the present immigration comes to stay only a short time, returning with its savings, after very strenuous competition with those here, would tend to cause that result and make it an undesirable immigration from our point of view. And it is useless to talk about

diverting or distributing such an immigration over the rural sections when only a few thousand out of a million are farmers, and a comparatively small per cent farm laborers. The South and West do not want it distributed."

Mr. Brooks, the speaker, representing the Farmers' Union, which he claimed had initiated over 3,000,000 members, quoted in support of his view an editorial from a Mississippi farm paper, which he said characterized the attitude of the South and West, as follows:

"For a number of years there has been a strenuous effort made in Southern States to establish, at the taxpayers' expense, State bureaus of immigration for the ultimate purpose of inducing foreigners. Various conferences and conventions were first held, apparently at the suggestion of local commercial bodies and old-time residents. The arguments advanced had around them a progressive atmosphere and lauded development of every kind, picturing increased bank deposits, larger commerce, better prices, and enhanced land values.

"Virginia, North Carolina, South Carolina, and even Tennessee yielded and established an immigration department with a commissioner in charge and appropriated a certain amount of the public funds for furthering the purposes of the department. In South Carolina the movement was then openly fattered by the cotton-mill men and transportation interests. Some \$25,000 or \$30,000 was raised by these interests, and, together with an appropriation by the State legislature, State Commissioner of Immigration R. J. Watson was sent abroad to carefully select several shiploads of immigrants, which in due course of time arrived on the *Wittekind*. To make a long story short, one year ago last March the State Legislature of South Carolina abolished the State bureau of immigration and by affirmative statute forbade a State official to attempt directly or indirectly to bring immigrants into South Carolina. Virginia and North Carolina took similar action by refusing to appropriate funds."

I would like to call the committee's attention to another of his remarks which seems in point and well worth quoting. He said:

"The general attitude throughout the South is that whatever ill they have they would rather not fly to ill they know not of. They have in mind one unfortunate experiment indulged in to satisfy the cries of the violent exploiters. While the importation of slaves did give impetus to the cotton-growing industry, just as I understand the tremendous influx of cheap unskilled labor from southern Europe and western Asia has given impetus to the steel industry, yet every dollar that cheap servile labor brought the South proved blood money a thousand-fold. The poor whites and small planters unable to purchase slaves were subjected to a ruinous, cutthroat competition. Not only did the mistake saddle upon most of the white people an economic evil, which, according to the Immigration Commission, has its parallel in the steel industry to-day, but it was followed in time, as was recently stated in the RECORD, by 'even worse racial, social, and political evils, for, after all, it is our institutions and ideals and their successful perpetuation that makes us economically, industrially, materially, and commercially great.'"

"As to the argument that the South needs immigration, and what all these millions of immigrants mean to the North that have come without let or hindrance recently from parts of Europe that until a few years ago sent us no immigrants, and where public schools, representative institutions, ideals, and all that go to distinguish our civilization, I have a few figures that show that the South, without any foreign immigration, has been doing every whit as well proportionately as has the North in increased labor supply, growth of population, increased bank deposits, added railroad mileage, and in fact in every industrial, material, and commercial way that can be worked out statistically. As a matter of fact, the South has increased at as great a rate in population and labor supply without any foreign immigration as has the North with its tremendous alien influx. Aliens have been a substitute for the natural rate of increase."

With reference to the South Carolina experiment of bringing in two shiploads of "carefully selected" immigrants—selected on the other side by her own State officials, landed at her port, and "intelligently distributed" by being located in the factories and on the farms of South Carolina—I think it is a fact, determined by the investigations of the Immigration Commission, that within a year less than 5 per cent were within the State, and at the end of a few years there was not a one in South Carolina, most of them having gone to New Orleans, New York City, Fall River, or back to their native land.

The letter written to our State Department by the Italian Government four days after the Johnson bill passed the House, offering to send us the "classes of immigrants we want," and proposing to suspend all immigration from Italy until our preference is made known, conflicts with the interview which the head of the United States Public Health Service gave out last September. The Surgeon General in the interview declared that epidemics of contagious diseases were rampant in Europe, and that there was great danger that this country would be infected, for "Seven million people are trying to get here from that part of Europe which is at present a hotbed of typhus and yellow fever." Surg. Gen. Cummings said, "In addition to typhus and yellow fever, bubonic plague is present in all Mediterranean ports," and he further said, "It is high time that the people and the Government awake to a realization of the fact that Europe's plagues will obtain a foothold here before many months go by unless we keep close watch upon immigrants."

The Surgeon General then complained that after permitting for years our medical officers to examine embarking aliens, the Italian Government "has recently raised objections to United States medical officers being stationed in Italian ports, basing its position upon an old treaty which was dug up from goodness knows where."

With reference to foreign inspection and the attitude of foreign Governments toward our sifting out undesirables on their soil, my understanding is that some years ago the State Department canvassed the situation and many foreign Governments objected.

In this connection, and with reference to compelling the steamship lines to reject "over there" under "pains and penalties," 13,000 aliens were brought here last year that were certified by our examining physicians as mentally or physically defective, and according to the annual report of the commissioner general the steamship companies were fined for bringing to this country contrary to law 3,950 diseased and other inadmissible aliens. They brought 1,630 illiterates contrary to law and were fined \$52,800 therefor. The lines may do the best they can, but it has not always been so.

I have an extract from the report of one of the subcommittees of the Immigration Commission, which reads as follows:

"Several ships were to sail from Queenstown the next day to America, and at nearly every station people were getting on the train for Queenstown to go on these ships. I talked with some of them and was told that they were laborers going to America seeking better wages than they could get at home."

"August 29 I arose early and went down to the dock, where a tender was to carry the emigrants to one of the ships sailing to America.

"At the gateway I inquired of the gatekeeper where the medical examination of the third-class passengers was to be conducted. He replied that the doctor stood at the gangway, but that there was no medical examination. I went down to the gangway where the first and second class passengers were boarding a tender to be consigned to the ship. I asked one of the employees of the steamship company, who stood on the gangway, where the third-class passengers were to be examined. He replied, as the other had, that the doctor would stand right there and look at the passengers as they went by, but that it was merely formal, and there was, in fact, no examination.

"I did not make myself known. Directly the third class were ordered aboard. The doctor stood at the gangway, as the employees had said he would do, and I stayed till every one of them had gone on, and not a single eye or head was examined nor any other examination made. I visited Mr. Culver, the American consul, afterwards, and asked him about the examination at the gangway, and he said they were very rigid. This did not conform to what I had seen, although I did not let Mr. Culver know that I had witnessed it.

"The consul is an honorable gentleman and had his deputy at the gangway where the third-class passengers were being examined, and no doubt thought it was properly conducted; but I fear that he is being imposed upon.

Mr. PATTEN. I can not share the statement that has been made before this committee that native-born Americans of native-born parentage have greater tendency to crime. I know what has been said with reference to what the statistics show, but it must be remembered that statisticians as a result of weighting, averaging, and selecting figures sometimes come to quite different conclusions.

However that may be, the New York Kings County grand jury only last month in its presentment petitioned Congress "to prohibit" certain immigration. The presentment is signed by the foreman and the secretary.

I beg to read this presentment, just as a word, in answer to what has been said about the greater relative criminality of native than foreign born and their offspring.

(The presentment of the New York Kings County grand jury presented by Mr. Patten is herewith printed in full, as follows:)

"The experience of the grand jury for November for the county of Kings (which we are assured does not greatly differ from that of other recent grand juries) is such as to have caused us to give most earnest thought as to the origin of much of the crime with which we have had to deal.

"A study of the record of our proceedings shows that all of the homicides and most of the graver, most desperate, and heinous crimes were committed by foreigners, who palpably have no understanding of the genesis or genius of American institutions. They not only have not been assimilated but seemingly are unlikely under present conditions ever to be assimilable.

"The facts as to many of these crimes show the presence in this city of foreign colonies whose existence is a perpetual menace to the lives and property of our law-abiding and law-loving citizens. From the testimony of witnesses, some of whom were participants in these heinous crimes, it has been clearly revealed that interracial hatred, with its attendant feuds and vendettas, has been transplanted to this country. These feuds have been aggravated and perpetuated by the increase and extension of these foreign colonies.

"The formation and growth of these foreign colonies in our midst have subjected our institutions to a great strain. Unless their growth is prevented by the exclusion of countless thousands of like elements which are constantly arriving at the port of New York, these colonies will be a constantly increasing menace and may threaten the submersion of the American elements in our population.

"The securing of evidence and the taking of testimony as to most of the grave crimes has become next to impossible in the language of our country. Every additional immigrant of this type but adds to the difficulty of protecting the lives and property of the law-abiding section of the community, of those who are of native birth or were readily assimilable. The cost of administering our courts and of maintaining a constantly increasing police force in order to cope with these law-defying elements is an ever-increasing burden to this community.

"In the face of these conditions our people may well pause and inquire whether it will be possible to keep the wellsprings of our institutions pure if they are to continue to be subjected to the infusions of such elements, elements which are not merely unassimilable but largely hostile to the fundamental principles of liberty. Our institutions were subjected to a great strain during the war by reason of the divided allegiance of certain foreign elements. This prevented the Nation from functioning unitedly in its efforts to preserve democracy.

"Unless steps are quickly taken to prevent the admission of those millions which wish to come, although hostile to our institutions, we are liable to be submerged by elements which have no devotion to the great ideals of humane liberty, have no regard for justice, nor respect for the sacredness of human life. America would then cease to be a beacon light to lead the nations to the complete establishment of democracy.

"The stream of our national life can not rise higher than its source. To permit any further pollution of this stream is to jeopardize our national existence. To allow any further admixture of races in our midst is to intensify both our foreign as well as our domestic problems. It will foster disunion instead of promoting union. Instead of continuing as a nation of high ideals, we shall degenerate into a mere medley of races, a hodgepodge of nationalities.

"We therefore earnestly request the Congress of the United States to enact such legislation as will prohibit the immigration into the country of all who can not read and write English, and who do not possess an intelligent understanding of the fundamental ideas of human liberty.

"We further request that comprehensive measures be taken for the education of every adult of foreign birth at least in the rudiments of simpler education such as will enable them to understand our form of government.

"WILLIAM SHADDOCK, Foreman.
"J. VAN V. SMITH, Secretary."

The King's County grand jury seem to support in their position by Justice Aspinall, of the New York Supreme Court, according to the New York World of March 31, which quotes the justice as saying: "If I had my way I would shut the gates."

"According to the World, the justice's remarks were occasioned by the effort to make easier naturalization requirements, and he is reported as saying:

"An American boy at the age of 10 knows as much as the average Sicilian, and yet he must wait until he is 21 before he can vote or serve

as a juror, while a Sicilian, after five years' residence, if of age, can secure both privileges. I suppose I will get the employing class down on me, for many people think we need these laborers, and feel that labor has had too much protection, and that capital needs more."

I have not made the painstaking study of the 42-volume report of the Immigration Commission that others have made. It may be that the commission's reports shows all these favorable things that have been said about foreign born and the less favorable about native born.

The first preliminary report of the commission, House Document No. 1489, Sixtieth Congress, at page 29, contained the following clauses and sentences:

"Many undeniably undesirable persons are admitted to this country every year. The law, in theory, so far as its exclusion provisions are concerned, is exceptionally strong, but in effect weak and ineffectual. In theory the law debars criminals, but in fact many enter; the law debars persons likely to become public charges, but data secured by the commission show that too many immigrants become such within a short time after landing."

The Immigration Commission made its inquiry during 1908, 1909, 1910, reporting finally to Congress in December, 1910. Its inquiry, therefore, could be said to be a characterization of the immigration of that decade.

According to the census of 1910 our foreign-born population increased 3,129,766 from 1900 to 1910.

I have prepared from the annual reports of the Commissioner General of Immigration, a table showing the arrivals, departures, and certain other facts. This table shows that practically 10,000,000 aliens arrived during the decade, and about three and a half million departed, leaving a net addition to our population of over 6,000,000 aliens.

(The table presented by Mr. Patten is herewith printed in full, as follows:)

Table showing immigration, emigration, etc., for 11 years, 1901 to 1911, inclusive.

Year ending June 30—	Total alien arrivals. ¹	Total alien departures. ²	Immigrant alien arrivals in Note I.	Per cent of immigrant aliens who have been in the United States before.	Nonimmigrant alien arrivals.
1901.....	562,868	209,318	487,918	11.9	74,950
1902.....	730,798	220,103	648,743	9.5	82,055
1903.....	921,315	247,559	857,046	8.9	64,269
1904.....	840,714	332,019	812,870	12.8	27,844
1905.....	1,059,755	385,111	1,026,499	12.1	33,256
1906.....	1,166,353	356,257	1,100,733	12.1	65,618
1907.....	1,438,469	431,308	1,285,349	6.8	153,120
1908.....	924,695	714,828	782,870	8.1	141,825
1909.....	944,235	400,392	751,785	(?)	192,449
1910.....	1,198,037	380,413	1,041,570	(?)	156,467
1911.....	1,030,300	518,215	878,567	(?)	151,733
Total since 1900, or for last 11 years.....	10,817,539	4,195,524	9,673,953	.....	1,143,585

¹ Official Government statistics. (Annual report of Commissioner General of Immigration.)

² Statistics furnished to the Government by steamship companies. (Required by act of Feb. 20, 1907.)

³ Not given after 1903.

NOTE 1.—The distinction "immigrant alien" and "nonimmigrant alien" is fanciful, the only difference being as to whether the alien comes for the first time or comes intending to remain. A "nonimmigrant alien" is so classified if the alien says he expects to return to the native land.

NOTE 2.—Although 9,787,239 aliens entered this country during the last census decade (1900) the Census Bureau reports that our foreign-born population increased only 3,129,766, which tends to show that the number of alien departures reported by the steamship companies falls short of the number that actually leave the country. The Immigration Commission reports that "at least 40 per cent of those coming return," taking a minimum of \$250,000,000 annually out of the country.

Mr. PATTEN. It is difficult to reconcile the census figures, which show an increase of three and a half million foreign born, with the Immigration Bureau's figures showing a net alien addition of over six millions. Certainly, the difference can not be accounted for by mortality, since nine-tenths were in the prime of life. At any rate, the net addition of a little over 3,000,000 immigrants during the decade ending in 1910 was found by the commission to have caused "an oversupply of unskilled labor in the basic industries to an extent which indicates an oversupply in the industries of the country as a whole, a condition which demands legislation restricting the further admission of such unskilled labor."

The crux of the commission's 42-volume report about immigration conditions at the end of this decade, during which there was a net increase in foreign born of a little over 3,000,000 aliens, is to be found on page 48 of the first volume, where the whole 42 volumes are summed up as follows:

"The commission as a whole—all nine members—recommends restriction as demanded by economic, moral, and social consideration, and furnishes in its report reasons for such restriction, and points out methods by which Congress can attain the desired result if its judgment coincides with that of the commission."

Then the commission goes on to say:

"It is desirable in making the restriction that—

"(a) A sufficient number be debarrd to produce a marked effect upon the present supply of unskilled labor.

"(b) As far as possible, the aliens excluded should be those who come to this country with no intention to become American citizens or even to maintain a permanent residence here, but merely to save enough, by the adoption, if necessary, of low standards of living, to return permanently to their home country. Such persons are usually men unaccompanied by wives or children.

"(c) As far as possible the aliens excluded should also be those who by reason of their personal qualities or habits would least readily be assimilated or would make the least desirable citizens.

The following methods of restricting immigration have been suggested:

"(a) The exclusion of those unable to read or write in some language.
 "(b) The limitation of the number of each race arriving each year to a certain percentage of the average of that race arriving during a given period of years.
 "(c) The exclusion of unskilled laborers unaccompanied by wives or families.
 "(d) The limitation of the number of immigrants arriving annually at any port.
 "(e) The material increase in the amount of money required to be in the possession of the immigrant at the port of arrival.
 "(f) The material increase of the head tax.
 "(g) The levy of the head tax so as to make a marked discrimination in favor of men with families.

"All these methods would be effective in one way or another in securing restrictions in a greater or less degree. A majority of the commission favor the reading and writing test as the most feasible single method of restricting undesirable immigration."

Mr. PATTEN. Just as these findings and conclusions of the Immigration Commission corroborated the results of previous hearings and inquiries, they were in turn confirmed in the report of the Commission on Industrial Relations to Congress in 1915, which contained the following summary:

"The immigration policy of the United States has created a number of our most difficult and serious industrial problems and has been responsible, in a considerable measure, for the existing state of industrial unrest. The enormous influx of immigrants during the last 25 years has already undermined the American standard of living for all workmen except those in skilled trades, and has been the largest single factor in preventing the wage scale from rising as fast as food prices. The great mass of non-English-speaking workers, who form about half the labor force in basic industries, has done much to prevent the development of better relations between employer and employee."

"These reports establish the fact that immigration as at present regulated causes a surplus of unskilled labor in this country as a whole. Even alien labor is found by these investigations to be ruinously competing with itself, as well as with the native born. And precisely as it undermines the standard of living it undermines other standards and conditions."

"Economic, moral, and social considerations," the nine members of the Immigration Commission conclude, "demand" substantial limitation of foreign immigration, which during the decade of their searching inquiry averaged a net alien addition to our population of 300,000 a year.

Practically the weakest one of the nine restrictive remedies suggested was adopted by Congress, and it only in part and with many partially nullifying exceptions.

With Italy and other countries opening night schools to teach their populations to read, and with Europe war torn and seething with radicalism and a desire on the part of the people to get out from under those war-torn conditions, existing law does not seem to satisfy the commission's conclusions.

We should think first of America and Americans. Our country is thronged with unemployed. Soup kitchens are being opened this very week in parts of Pennsylvania and Ohio where they have been unknown before. The world is practically bankrupt and it is natural that its people should want to come to the best place in it. They can not all come. For them to come will merely duplicate here the conditions from which they flee.

With the situation as it is, why should any come until we get our bearings? Why should they even come to take the places of those leaving? For that will maintain foreign conditions here which our assimilative and Americanization forces have not been able to correct.

The figures seem to indicate that they will soon be coming at the old rate. The number has increased from 14,643 in January, 1919, to 85,959 for August, 1920, and is estimated at from 92,000 to 101,000 for each of the remaining four months of 1920.

Conditions in this country are what should control, in our opinion. To intensify anyone of these conditions may be dangerous. We recognize that there will always be immigration.

A circular has just been sent to me, entitled "Unemployment," issued recently by the central executive committee of the Communist Party of America. After describing the large army of unemployed and how workers are "beginning to feel the pinch of hunger and cold," in a year of bumper crops and a land of plenty, while the "idle rich are enjoying the fat of the land," the reader is exhorted to "put an end to this profit system" which keeps him in "poverty, misery, and degradation, and gives all the good things of life to the rich," and the way pointed out is "to conquer political power and destroy this capitalistic Government and establish in its place a soviet—just as did the workers and peasants of Russia." Again and again the circular urges the overthrow of the American Government by force and the establishment of communism in its place.

The Attorney General in his last annual report represents that he has a card index of over 200,000 radicals, and that "90 per cent of the communist and anarchist agitation last year is traceable to aliens." The Patriotic Order Sons of America teaches that the American form of Government is the best that ever has been devised anywhere, any time, and that under it, when properly administered, there is more personal liberty and greater equality of opportunity than anywhere else.

The membership is opposed to radicals and radicalism, and would prefer absolutely shutting the gates at this time until the present agitation in this country can be wiped out. They would prefer keeping all out, rather than admit a very few such enemies of our free institutions. Our members have come in contact with the propaganda and have been instrumental in putting an end to it in a number of instances, and as a result of their efforts have been commended by various public officials, including the Attorney General of the United States, who said: "It is a pity that there are not more organizations like the Patriotic Order Sons of America in this country."

About a year ago, when an effort was made to get Congress to empower the Secretary of Labor to waive the provisions of the immigration law and admit illiterate, pauper, contract labor from Mexico and other contiguous foreign territory, I made a statement before the House committee on behalf of the order in opposition to the proposal. The same gentlemen that have been before your committee at this hearing were before the House committee then. One, Mr. Fred Roberts, of Corpus Christi, Tex., testifying before the House committee, described employment conditions favoring slavery and peonage.

I would invite your attention to certain statements Mr. Roberts made before the House Committee on Immigration and

Naturalization January 26, 1920, on the Hudspeth resolution (H. J. Res. 271). I read from the hearings:

"Mr. ROBERTS. I am going to give you just what happens when the cotton gets up about that high [indicating]. Then we have to get the cotton chopped. If that bill stands as it is, there is just one of two things that is going to happen. We will either swim the river and violate the law and bring in this Mexican labor 'wet-backs' as we call them or else we are not going to get our cotton chopped."

"The CHAIRMAN. You say you go down to get these Mexicans?"

"Mr. ROBERTS. Yes, sir; and I get them."

"The CHAIRMAN. Do you pay their expenses to your place?"

"Mr. ROBERTS. Yes, sir. And it costs us an average of about \$15 per Mexican."

"The CHAIRMAN. When you say Mexican, you mean men with families?"

"Mr. ROBERTS. Anyone who can pick cotton."

"The CHAIRMAN. Fifteen dollars per person?"

"Mr. ROBERTS. It will run that. Sometimes we can get them cheaper. Last year I made an arrangement with a man that he would get them for \$3. He made that proposition and that he would take them, haul them up the railroad to a station 18 miles away for \$1, making it cost me \$4. When we get them there, then we have to get them on the railroad."

"The CHAIRMAN. Eighteen miles which way?"

"Mr. ROBERTS. They cross at night and bring them up to the next station. We do not care how they get them there, as long as they get them there. He put 57 there at \$4 a head. Then he was paid. I paid the Texas-Mexican Railroad 2 cents a mile each, \$2.55, to haul the Mexicans. When we got the Mexicans to the farm the first thing I had to do was to go to the commissary—that is on my farm, but it is operated for my convenience. We had to let these Mexicans have from \$2 to \$3.50 per head worth of goods out of the commissary—provisions, beans, bacon, pots and pans, and things that were necessary for them to go to the camp. These are houses—shacks."

"The CHAIRMAN. That is your camp?"

"Mr. ROBERTS. My shack; yes, sir."

"By the time we get them to work the average Mexican, from 17 years old up, has cost anywhere from \$10 to \$15 per head, which we have put up in advance. We intend to get that back. Now, unless you watch them very close, 80 per cent of those Mexicans that you brought across will be gone next morning."

"Mr. WILSON. One statement you made a while ago was very interesting on account of certain information I had about the Mexican labor. I have been told if you get Mexican labor, contract to bring to your plantation a hundred Mexicans to work and you paid their expenses over, when they got there they were very scrupulous about leaving under their contract, but stay there and discharge the obligation."

"Mr. ROBERTS. That does not apply in our own country."

"Mr. WILSON. I note you state if they had opportunity to go that over 80 per cent of them would be gone next morning."

"Mr. ROBERTS. I have seen 100 per cent of them gone the next morning."

"Mr. WILSON. How do you protect yourself against that?"

"Mr. ROBERTS. I am not under oath."

"The CHAIRMAN. No; but you are doing well for a man not under oath."

"Mr. WILSON. But when you do that, whenever you bring them over and pay them, you do take big chances of losing them?"

"Mr. ROBERTS. Of course, we take a chance. I protect myself the best I can."

"Mr. BAKER. Tell us how you protect yourself."

"Mr. ROBERTS. I will tell what I have heard in the ancient days. I have seen them unload parties at the tents, and some fellows would borrow the Mexican's shoes and pants until morning. Mr. Chairman, it is just a question of self-defense. Go to the border and bring 50 Mexicans, and it will cost you \$600. That is not unusual. You have \$600 invested. You have got 200 bales of cotton worth \$200 a bale, and you owe the banker. The bankers are the only people we can owe down there; the merchants do not do a credit business. You owe the banker. You want to buy a good automobile. You need a lot of things. That is how it works. In our country cotton is made within a period of four or five days; whenever it matures it opens in the same time. You have got to hold 50 or 75 Mexicans, costing you \$600, to hold them over from week to week. What would you do? Just exactly what we do. You would have somebody there who would not sleep. You would not let the Mexicans leave."

"The CHAIRMAN. Does that indicate that the Mexican Government is opposing this temporary transfer of Mexicans into the United States?"

"Mr. ROBERTS. No, sir."

"The CHAIRMAN. It is a local proposition?"

"Mr. ROBERTS. It is just a graft."

"Mr. DAVIS. Ask him about the concessionaires on the other side and explain the whole thing that way."

"Mr. ROBERTS. Mr. Chairman, in Mexico, like in cities when they have a picnic, they sell a man a concession to go and sell labor, we will say, to deal in labor. All right, Pennsylvania Railroad Co. or the Union Pacific, for instance. I go to this fellow that has got this concession and I give him what he asks. With the consent of the Mexican Government we will go away down in that country and load up enough of them. Supposing I get 500 Mexicans in the train at one time and ship them up here?"

"Mr. WELBY. I understand these concessions are granted by the Mexican Government?"

"Mr. ROBERTS. To individuals to make money out of the proposition. They are his cattle. He does not call them human beings. All right, I go across there and have a contract to meet the Mexicans, and he might get the officials over there, at his dictation, to arrest me and put me into jail, and I can not do that thing because I have not the concession for it."

"The CHAIRMAN. You are interfering with his concession?"

"Mr. ROBERTS. Interfering with his business."

"The CHAIRMAN. Now, as to the proposed legislation. If something like the substitute is considered you are open for that very thing?"

"Mr. ROBERTS. Yes, sir."

"The CHAIRMAN. They want railroad laborers in Oklahoma, Kansas, and Missouri, and that will increase the bringing of those across the line."

"Mr. ROBERTS. There are plenty of laborers there for all of us; they are not letting them come across."

"The CHAIRMAN. You think they should come freely?"

"Mr. ROBERTS. Yes, sir; I do."

"The CHAIRMAN. What is your information generally in regard to immigration?"

"Mr. ROBERTS. I would admit Mexicans and Canadians, excluding the others, if I were making the law."

The House committee unanimously tabled the resolution. Ten days later the Secretary of Labor issued an order suspending the law, saying he did so "pending action by Congress," although the House committee had unanimously refused to act. The order issued by the Secretary purports to be done without clear authority of law, because it is done "pending action by Congress" authorizing "the admission of laborers for agricultural pursuits." It was not intended by the committees or those that drafted the existing law to give the Secretary any such discretionary power as to declare the law to be law at one time and in one place and not law in another place and as to all countries' nationals with whom we have treaties containing the most-favored-nation clause.

We should maintain our proud boast that this is a Government of law and not of men, and that all are equal before the law and entitled to the same privileges, be they life, liberty, and the pursuit of happiness, or the importation of illiterate, pauper laborers under contract.

Congressman Box, of Texas, a member of the House Committee on Immigration and Naturalization, made a statement before the House committee, and showed, by reading from the official journal of the Texas State Senate, which conducted an extensive investigation into the matter, the illegal voting of large numbers of Mexicans, to which I invite your attention. It has been stated before this committee at this hearing that Mexicans have not been used to corrupt the ballot, and affidavits have been placed in the hearings to that effect, but I submit that the fact that a few persons do not know a thing does not disprove the existence of that thing. It is impossible to establish a universal negative. The evidence introduced before the House Committee on Immigration almost a year ago establishes the corrupt and illegal voting of Mexicans at elections in Texas. The corruption was so great and the scandal so widespread that the Texas senate ordered an investigation. The facts were brought out before the House committee. I again read from the hearings before the House committee on Immigration and Naturalization on House joint resolution 271, January 26 to February 2, 1920:

"Mr. Box. I wish to say before I read from an official document I have here that I am going to eliminate names of counties and men and localities in order to eliminate any personal or offensive element from my statement, but the document I read from is the Official Journal of the Senate of Texas, and I will give you the book and page as I go along. Before doing that I wish to say that the deplorable conditions disclosed by this record in some localities are not to be charged to the best elements of men in east or west Texas, or any other section. There are always enough men who will do wrong in politics to use an ignorant herd to the hurt of the public. There are good and bad elements in every portion of Texas, and good and bad men in every section of Texas, and those of us who want the best things in Texas and in American life do not want the forces of evil strengthened anywhere.

"The Mexicans vote in Texas in great numbers. On page 206 of the supplement to the Senate Journal of Texas of the thirty-sixth legislature, 1919, will be found a poll list of voters at one box. I shall omit the names of counties and officials to avoid the offensive features about the locality. I will try to call a few of the names and the list can be copied:

"José Esparza, Francisco Bueno, Tomas Betts, Ramon Esparza, T. M. Harven, Romeo Villaral, Julian Sanches, Ysidro Perez Garza, Lino Leal, Atanasio Martinez, Hurwano Gueros, Matias Torres, Antonio Esparza, Pablo Leal, Gregoria Torres, Tomas Rodriguez, Llamon Guereño, Francisco Esparza, Serapio Pardo, Antonio Rodriguez, Tirso Gomes, Vicente Rodriguez, T. O. Crockett, B. E. Crockett, John C. Fry, C. C. Wood, Cayetano Garcia, A. T. Hood, V. L. Vandabar, Margarito Guerrero, L. E. Keller, Jesus Tapia, Macario Martinez, S. P. Young, Felisiano Tapia, Simon Garcia, Jesse M. Buck, H. H. Buck, J. E. Keller, Antonia Garcia, Carlos Esparza, Ysidro Garcia, Pedro Esparza, Juadalupe Benavides, Wenceslao Guzman, Juan Leal, Foriblo Rodriguez, F. Jesus Cantu, Martin Cavazos, Yida Leslie, H. W. Leslie, Maximo Rodriguez, Apollinas Rodriguez, Ernesto Esparza, Esequiel Cavazos, Hasedonio Rodriguez, J. F. Moody, Rosalio Rodriguez, L. A. Schieeger, Mrs. L. A. Schieeger, Edward Schieeger, E. H. Agee, Aniseto Rodriguez, Elefonso Gallegos, Luis Aguirre, Davi Kellos, Desiderio Yanes, Pablo Silvas, Roelindo Aguirre, Desiderio Tribinio, R. G. Garza, Juan Ramos, Rafael L. Guerra, Evaristo Canas, Ypilio Canales, Nesto Alcala, José Yanes, Susano Gonzales, Modesto Gonzales, A. E. Carmichael, Angel Ramos, Clifotas Gomez, Encarnacion Martinis, Antonio G. Cavazos, George A. Fearnow, Mrs. George A. Fearnow."

On page 273 will be found another full list and on pages 274, 275, 448, 586, 587, 588, and the book, which is a large volume, is full of them.

Their influence on elections is very bad. I am going to show how they vote and their effect. I am going to show before I get through that others who were never naturalized and never applied for naturalization vote.

Now, this is an examination conducted by attorneys in an election contest in Texas [reading from supplement of the Senate Journal, p. 158]:

"Q. Who is in control of the politics of the county—of the offices?—A. Mr. ———.

"Q. How is he in that control?—A. By the Mexican vote.

"Q. Through that Mexican vote does he control the officers in the county?—A. Yes, sir.

"Q. The county judge?—A. Yes, sir.

"Q. She-iff?—A. Yes, sir.

"Q. Commissioners court?—A. Yes, sir.

"Q. And the other officers?—A. Yes, sir.

"Q. And the finances of the county?—A. Yes, sir.

"Q. Does Mr. ——— control the appointment of the people who hold the elections in that county?—A. That's the way I understand it."

Pages 760 and 761 show the testimony of a member of the Texas Legislature, a man who had known for several terms about conditions down there. I will not give his name:

"A. I was a representative; yes, sir.

"Q. Of what counties?—A. Well, when I came to the legislature, in 1911—I was elected in 1910, came in 1911, and I represented ———, ———, and ——— Counties. I think was my district at that time. At a called session of that legislature the legislature redistricted the representative districts and changed it until it is now ——— and ——— and ——— Counties.

"Q. What legislatures were you a member of?—A. I was a member of the thirty-second, thirty-third, and thirty-fourth."

Now, I will skip quite a number of questions that throw no light on this controversy. They do throw a little, but would take too much space.

"Q. Was there at that time a discussion of the illiterate Mexican vote along the border, in the legislature?—A. There wasn't as great a discussion as there has been this time, but almost as great. There were charges and countercharges of men, different sides, each side charging the other with having paid the poll taxes of the Mexicans. I don't know whether there was anything going on here."

That is the senate, you understand—

"but in the house of representatives they were in a turmoil about it. One man, they were asking for a division of counties down there, making new counties and the people who wanted a new county, in ——— County, alleged that one boss man down there, an anti-—— man who was there had paid enough poll taxes to control the election of the officers. Now, we had given those people a new county; they had come to us complaining in the thirty-second legislature that they were under Mexican rule—that all the officers down there were Mexicans. The legislature gave them a county, called ——— County, and they were going back there to get together and elect their officers and all that kind of doings. In the thirty-third legislature those people came back and asked for a division of ——— County."

That is the new one—

"on the ground that the big boss had gotten their poll taxes and put them in his safe and gotten Mexican officers and controlled everything—everything of that kind—and in view of that there was a great deal of discussion about the illiterate voters."

Mr. RAKER. Is it not a crime to pay the poll tax of a man who must have paid his poll tax to secure the right to vote?"

Mr. BOX. It is; but all criminal law is not enforced, especially where the local sentiment is against it and where there is a big degraded element that figures in it. Here is a letter from the State Democratic chairman of Texas relative to the situation there. I will just give the part of it on this situation. This is on page 838, in speaking of a contest between men for office before the election, and the State Democratic chairman said:

"In the face of the evident frauds in the primary election in your senatorial district, as disclosed before the committee on credentials at Waco, and the action of the State Democratic convention in declaring ——— to be the rightful nominee for senator, you are without doubt justified in asking the voters of that senatorial district to scratch the name of ——— and write the name ——— on the ticket before casting the ballot in the November election."

I mention these things as showing the character that was given to the political contest in certain localities. I do not exaggerate, gentlemen, when I tell you this entire large volume is full of that kind of stuff, which it took weeks to develop, and it would probably take weeks for you to hear it all.

Mr. KLECZKA. When was that contest?

Mr. BOX. In 1919.

The CHAIRMAN. Is there any evidence in there as to how they voted or may have voted as to their knowledge of the candidates?

Mr. BOX. That is my next point. They are very ignorant. I read from page 62—oh, no. As I stated a while ago, we have had men enough and ignorant men enough—too many everywhere, gentlemen. And—I do not want to be misunderstood—I have been all over that country, and there are as fine citizens down there as anywhere in the world, and I know what lots of them think. This testimony disclosed it. You can get half a dozen men in any county in America to ask for certain things, but that does not represent what the great mass of the men and women of the United States think.

The CHAIRMAN. That is, asking for special privileges?

Mr. BOX. Yes.

Mr. KLECZKA. Can you tell how the Texas delegation feels on this subject?

Mr. BOX. I do not feel like speaking for the Texas delegation, but I have written in my statement here that only a few of the Texas delegation will, in my judgment, vote for it.

Mr. KLECZKA. There was no caucus?

Mr. BOX. No; and there have only been 4 out of the 18 Members to come before us. I read from page 62:

"Q. Now, isn't it a fact that the way you got that ticket that the chairman of the precinct, Mr. ———, had a marked ticket and showed it to you?—A. Marked ticket?"

"Q. Yes; and showed it to you, and you remembered the names?—A. Well, he told me the way we ought to vote, you know, but he did not have a marked ticket.

"Q. What did he say?—A. Why, he just stated he wanted to vote for these candidates, and I just said it was my opinion to vote for them, too, myself.

"Q. Did you make out all of the tickets that you fixed that day the same way, for the same candidates?—A. For the fellows who didn't know how to make out their own tickets; yes.

"Q. Made them all the same way?—A. Because I asked them who they wanted to vote for, and they said, 'We will do it the way you are going to vote, you know.'

"Q. They said, 'We will do it the way you are going to vote'?—A. Yes; and I voted it just the way I did my own.

"Q. And you made out about half of the tickets in that box?—A. About half."

Mr. RAKER. In other words, the tickets are printed, and the man in charge can take the ticket and scratch it or write any man's name he

desires and hand it to the judge of the election; the voter can vote for anyone; is not that the way?

Mr. BOX. The names are printed on the ticket, and you have to scratch out those for whom you do not vote and to leave in those you do vote for.

Mr. RAKER. And if you want to vote for somebody not on the ticket, then you write in the name?

Mr. BOX. Then you write in the name; yes, sir.

Mr. RAKER. There is no official guarding the ticket or the ballot?

Mr. BOX. There should be. The law provides one, but the law is not always carried out.

Mr. KLECZKA. The law permits assistance?

Mr. BOX. Yes. And, for instance, if you had a box in which there were only one or two white men in the whole region, and every man who held office in the county, or every man who participated in the election was of this same class and had these same political ideas, and people who do not know, who do not know even what the Democratic Party is, do the voting—and it is, indeed, true they do not know what the Democratic Party is. They come out to vote and say, "I vote for Mr. Democrat."

On page 641 I will read one or two questions and answers of voters who testified:

"Q. You don't know who you voted for, do you? Could you give the name of anybody you voted for in the primary?—A. No, sir; I did not."

Mr. VAILE. "I could not," he meant?

Mr. BOX. That is what he meant, but the reporter has "I did not."

The CHAIRMAN. This is a Mexican who is testifying?

Mr. BOX. Yes; and he had to use an interpreter.

The CHAIRMAN. He was not a naturalized American?

Mr. BOX. I did not see as to this one. I am going to give the names of a good many, but I just give these to show the character of the vote. [Reading:]

"He handed it to me and I put it there in the presence of the presiding judge."

"Q. In the November election you did the same thing, didn't you?—A. Yes, sir."

Now, at pages 643 and 644; this is another Mexican testifying, at page 643:

"Q. When you got there in the November election, it was all ready for you then, too, wasn't it?—A. It was, certainly."

"Q. Do you know who you voted for in the regular election for governor?—A. I do not, sir."

"Q. Do you know who you voted for for State senator?—A. Voted for Mr. Democrat."

"Q. For Mr. Democrat?—A. Yes, sir."

"Q. Who was he?—A. I don't know him, sir."

"Q. Have you ever met him?—A. No, sir."

[Laughter.]

The CHAIRMAN. Mr. Democrat is a powerful individual in Texas, is he not?

Mr. BOX. Yes; he is a giant down there. But he does not have to have all these votes to win and we do not want him to win by that sort of votes. [Reading:]

"Q. Have you ever met him?—A. No, sir."

"Q. Where does he live?—A. I do not know where he is now. That's all he knows [this is the interpreter speaking], is Mr. Democrat. That's all he knows about it."

"Q. What was he running for?—A. I ignore everything, sir; I don't know anything about it; they never tell us anything."

"Q. They never tell you anything?—A. They tell us to vote; that is all."

"Q. They tell you to vote; and in the November election they had all the tickets ready there, and you just come in and get a ticket and stick it in the box?—A. That is all; yes, sir."

The CHAIRMAN. I think you could go on with them almost indefinitely. Mr. BOX. I could submit hundreds of such cases.

The CHAIRMAN. You have submitted enough, I think.

Mr. PATEN. I have a four-page brief in favor of the numerical or percentage limitation of immigration, which coincides somewhat with the argument of Mr. Husband before the committee this morning.

The CHAIRMAN. It may be placed in the record.

BRIEF IN FAVOR OF THE NUMERICAL LIMITATION OF IMMIGRATION.

[Section 9 of H. R. 12320, introduced by the chairman of the House Committee on Immigration Feb. 4, 1920.]

The percentage or numerical limitation provisions of H. R. 12320 limits the number of aliens from any nation who may come in, during any year, to such percentage between 20 and 50 of the number of males of such nationality naturalized in the United States at the date of the preceding census, as the Secretary of Labor may fix, having regard to labor conditions here.

Aliens returning from a temporary visit abroad, aliens coming to join certain relatives, and certain classes of professional persons may enter in addition to the maximum fixed by the bill.

The bill does not apply to natives of the Western Hemisphere, and leaves oriental immigration to be regulated as at present.

A. Further restriction of immigration both as to quantity and quality is essential to the preservation of American ideals and institutions.

Prior to 1880 immigration was chiefly from races akin to the original settlers in race, institutions, and historical background. Since 1880 the opposite is the case. In 1880, 65 per cent of the total immigration came from northern and western Europe. In 1914, the last year of large immigration before the war, 68 per cent of the total immigration was of the Slavic and Iberic races of eastern and southern Europe. Whatever the merits of these latter races of immigrants, they are not familiar with democratic institutions, are largely ignorant of the English language, and until the act of 1917 were more than one-third illiterate even as to their own language.

As Gustav Le Bon says, too large a preponderance of foreigners (meaning those foreign in ideas and customs) destroys that most vital possession of a nation—its own soul. The downfall of nearly every great civilization has been due in large part to the peaceful invasion of large numbers of persons having different aims and customs.

B. Further restriction of immigration both as to quantity and quality is essential to the Americanization of immigrants already here and those to be admitted hereafter.

To attempt to assimilate the enormous immigrant population already here, to teach it our language and something of our history and Government; above all, to imbue it with our traditions and ideals, in the

face of an additional immigration of a million or more a year, is a hopeless task. It is like trying to keep a leaking boat dry without stopping the leak.

Adequate assimilation means not only great labor and expense but it requires time. It requires something more than evening classes for adults and day exercises in the schools. Many aliens are settled in communities where they hear only their own language, and read, if they are able to read, only newspapers in that language. The most potent assimilative force is contact and exchange of ideas with the native population. This requires time, even in the case of the children. Meanwhile we need elbowroom to make adequate progress with those already here.

C. The preservation of American institutions and the assimilation of immigrants demand that the bulk of further immigration should be of kindred races.

It is obvious that those whose home government, institutions, and habits are more akin to our own will most easily fit into our life here and be the easiest to assimilate socially, economically, and politically.

D. The proposed bill operates along the same lines as the reading test in the act of 1917, but is needed to supplement that test.

In the opinion of Government officials and expert students of the matter, the reading test has proved to be one of the most valuable features of the law. In 1917 the total number of illiterates over 14 years of age admitted was 35,510; in 1918 the total number of illiterates admitted over 16 years of age, under the exceptions in the law, was 3,772; in 1919, 2,827. The reduction was effected chiefly in the aliens from southern and eastern Europe, where the rate of illiteracy is high. The reading test has also proved valuable in excluding feeble-minded and other defective persons who might not have been excluded without it.

But the effect of the reading test will presently diminish; partly through the natural spreading of education to the countries backward in that respect, partly because those same countries will make special efforts to promote elementary education. This latter effect of the law is noticeable in Italy, where, since the passage of the test, preparations are being made to make reading available to all intending emigrants. The increase in popular education abroad is one of the beneficial results of our present immigration law.

Therefore some measure operating along the same lines is needed to supplement the reading test before the latter begins to lose its effect. E. The proposed bill, while reducing the total volume of immigration, reduces it chiefly as to those countries of eastern and southern Europe whose emigrants are less easily assimilated here.

As stated above under A and B, what is needed is that aliens shall not be allowed to come in faster than they can be assimilated. This implies a reduction of the total number from the million a year who came to us before the war; and especially a reduction in such a way that the bulk of immigration shall be of the kindred races of northern and western Europe.

The proposed limitation, under its maximum provision of 50 per cent, would have had the following effect in a year of normally large immigration like 1914:

Northern and western Europe, actually admitted, 189,177; admissible under bill, 1,090,500. Southern and eastern Europe, actually admitted, 945,288; admissible under bill, 279,288.

In other words, the total European immigration would have been reduced to 43 per cent of the actual volume by reducing the immigration from southern and eastern Europe to 29 per cent of its actual volume.

The proposed limitation, under its minimum provision of 20 per cent, would have had the following effect in 1914: Northern and western Europe, actually admitted, 189,177; admissible under bill, 436,200. Southern and eastern Europe, actually admitted, 945,288; admissible under bill, 111,715.

In other words, the total European immigration would have been reduced to 26 per cent of its actual volume by reducing the immigration from southern and eastern Europe to 12 per cent of its actual volume.

It will be noticed that the number admissible under the limitation from northern and western Europe is much larger than actually came in 1914, and than is likely to come in any future year.

It is possible that some increase of these races might take place when they are no longer so subject to the overwhelming competition of the races from southern and eastern Europe. In the past such competition has been a powerful factor in checking immigration from northern and western Europe. But much increase is not likely, and if it took place, being of kindred races, it would be more easily assimilated.

F. The proposed numerical limitation would discriminate against those less assimilable.

Most of the arguments in favor of the reading test (set forth in publications Nos. 56 and 63) support this proposal also. The races of eastern and southern Europe are relatively illiterate; and investigation has shown that illiteracy goes hand in hand with various other undesirable qualities which make assimilation difficult.

The recent immigration, for example, does not distribute itself over the country to build up new communities, as did the earlier, but tends to congregate in certain States, in the large cities of those States, and in the congested districts of those cities.

The census of 1910, Volume I, population, page 814, showed that the States of New York, New Jersey, and Pennsylvania contained 67.8 per cent of all the Rumanians in the United States; 64 per cent of all the Hungarians; 58.4 per cent of all the Italians; and 55.7 per cent of all the Russians. This compares with 34.8 per cent of the English, 33.8 per cent of the French, 30.2 per cent of the Germans, and 13.2 per cent of the Swedes.

Volume I, page 818, showed that 78.6 per cent of those from eastern and southern Europe live in cities as compared with 68.3 per cent of those from northern and western Europe. Volume I, page 1273, shows that of those unable to speak English, 69.2 per cent live in cities.

In 1900 Chicago contained 91 per cent of all the Poles in Illinois and 84 per cent of all the Italians. New York City contained 47 per cent of all the Poles in the State, 80 per cent of all the Italians, and 94 per cent of all the Russian Jews. The Seventh Special Report of the United States Commissioner of Labor (1894, p. 44) showed that natives of Austria-Hungary, Italy, Poland, and Russia constituted six times their normal proportion in the slums of Baltimore, seven times in Chicago, five times in New York, and twenty-six times in Philadelphia.

This tendency to slum life is largely due to ignorance of gainful trades, and in part to lack of savings. The report of the industrial commission showed that in 1900, while the British and Germans brought with them \$30 to \$40 per capita, the southern Italians, Poles, and Hebrews brought less than \$10.

G. The basis of the proposed numerical limitation of annual immigration from 20 to 50 per cent of the males of any nationality naturalized at the date of the last census is a sound one.

The best test of assimilation and of the desire of those of any race to throw in their lot with us permanently is the degree to which they become naturalized. Races who do this are, in general, those most nearly kindred to us, as appears from the following table.

The census of 1910, Volume I, page 1072, gave the proportion of foreign-born males of voting age who were naturalized, for the nations specified, as follows:

Northern and western Europe:

Germany	69.5
Wales	69.2
Ireland	67.8
Sweden	62.8
Switzerland	61.8
Denmark	61.6
Norway	57.1
Netherlands	56.8
France	49.6
Belgium	43.0

Eastern and southern Europe:

Turkey in Europe	43.0
Rumania	28.8
Russia	26.1
Portugal	24.9
Austria	24.6
Turkey in Asia	21.2
Italy	17.7
Spain	16.4
Hungary	14.3
Greece	6.6

H. R. 12320 does not in any way repeal or modify the present laws excluding oriental immigration. It is entirely different from the so-called "Gulick" bill.

Whatever the merits of the Chinese, Japanese, and Hindus may be, the public opinion of this country is entirely justified in demanding that they be substantially excluded, as at present, and not allowed to come into economic competition here with our manual workers.

The Gulick bill repeals all specific oriental exclusion and retains as the only barrier a percentage limitation. Although the Gulick bill is also a numerical limitation plan, its basis for exclusion is different from that of H. R. 12320; and, in the opinion of experts, the Gulick plan might allow several million orientals to be here at the end of 50 years. We have had a troublesome experience with the African races, and we ought not to risk any repetition of this trouble with the Asiatic races. It may be noted that the exclusion of orientals from Australia, New Zealand, and Canada is much more rigid than from the United States.

H. R. 12320 should not be associated with the Gulick bill. They are entirely different propositions.

I. The time to adopt adequate measures of restriction is now.

The war acted for several years as the strongest kind of a check upon all immigration. The best expert opinion is that immigration will increase very rapidly from now on. For some years to come work of reconstruction may tend to keep at home the better sorts of workingmen in northwestern Europe. On the other hand, the disturbed political conditions in eastern Europe and the destruction of many homes will tend to uproot many families and make them more ready to try life on another continent. The steamship companies, who know that immigrants are the most profitable cargo they can carry, will be eager to turn this feeling of unsettlement to their profit by inducing as many as possible to come hither. Those having the least stake in their own country and those not likely to have a large interest in any country are the easiest to persuade.

We should therefore be prepared for a largely increased immigration, probably of a lower grade than heretofore.

The Needs of the Farmers.

SPEECH

OF

HON. WILLIAM W. HASTINGS,

OF OKLAHOMA,

IN THE HOUSE OF REPRESENTATIVES,

Friday, January 21, 1921.

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H. R. 15812) making appropriation for the Department of Agriculture for the fiscal year ending June 30, 1922.

Mr. HASTINGS. Mr. Chairman, I represent an agricultural district and am very much interested in this bill. It carries approximately \$33,000,000.

The Department of Agriculture was established in 1889 and has been enlarged and expanded until now it is doing a very great service for the people of the country. Since coming to Congress I have had the pleasure and privilege of voting for a number of important acts that were added as amendments to the Agricultural appropriation bill. Among the more important, as I believe the country will appreciate, is the warehouse amendment. I think the farmers of the country will appreciate it next year and in future years, more than they have ever done in the past, because they will be called upon to use it more. Owing to the high prices paid for farm products during the war they were readily sold, but the reduction in these prices will compel the farmers to hold their products for higher prices. Therefore the warehouse legislation will be invited to their attention, utilized and appreciated. In my judgment, this is one

of the greatest pieces of constructive legislation enacted by Congress since I have been a Member. The cotton futures act, I think, was a splendid amendment to the Agricultural appropriation bill, as was the grades grain act, which had for its purpose the uniform grading of grain, so that the grain as bought from the farmer would be graded the same as it was sold upon the distant market.

The farmers of my district are in a distressful condition. I deeply sympathize with them. I was born and reared upon a farm. One brought up under such circumstances appreciates their condition throughout his entire life and what they have to deal with. The farmers of the country are the producers. We all depend upon them for prosperity. All legislation that would be helpful should be enacted. A year ago cotton was selling for 35 cents to 40 cents per pound. To-day it is worth 8 cents to 10 cents per pound owing to the grade. In other words, it is worth about one-fourth of what it was a year ago. This falling off in price came without warning to the farmers and all of it happened during the month of October. The farmer made his crop with expensive labor and paid high prices for his supplies. There has been some reduction in manufactured products, but it has been small and nothing to compare with the reduction in the price of farm products. You take the price of oats or corn. Each is worth about one-third of what it was a year ago. Wheat is worth about one-half of what it was a year ago. Cattle and hogs are worth about one-half of what they were a year ago. The farmers of the country have suffered more than any other class of people in the United States. They are confused as to the remedy.

My opinion is that what the farmer most needs is a market for his crops. He is as much interested in conditions in Europe as an other man in the United States. If after the armistice was signed, the treaty of peace had been quickly concluded and America had taken the lead, it would have had a beneficial influence in stabilizing the financial conditions of Europe, and instead of those countries being practically bankrupt their credit would have been good and their industries prosperous. Markets would have been found for our agricultural and manufactured products and we would have entered upon an era of prosperity that has never been experienced by this country for a number of years. It would have continued indefinitely. True, war prices would not have been maintained, but remunerative prices would have been secured for farm products.

The farmer needs credit at home. If the constitutionality of the Federal farm loan act is sustained, and I am sure it will be, so that the farmers of the country may borrow money on long-time loans at low rates of interest, it will enable them to hold their products so that they will not all be forced upon the market at once, causing better prices for them. This act should be amended so as to provide for agents conveniently located.

The farmers of my country are cooperating together for the purpose of assisting each other in the marketing of their crops. This is a great movement and should be encouraged in every way.

The establishment of warehouses for the storing of their nonperishable products will greatly aid the farmers. My judgment, therefore, is that the remedy for the farmers lies, first, in cooperation with each other; second, the establishment and utilization of warehouses; third, in availing themselves of the farm loan act for securing loans at low rates of interest; and, fourth, the establishment of peace throughout Europe and the opening up of European markets.

The farmers of the country will remember that in 1914, some three years before we entered the World War, there was no price offered for cotton in the months of September and October, and the President encouraged public-spirited people throughout the country to buy a bale of cotton at 10 cents per pound. The reason of this was that there was no market in Europe. Insurance companies stopped insuring the safe transportation of agricultural products across the ocean, but Congress passed an act providing that the Government should insure these cargoes. Gradually a foreign market was opened up, and prices on farm products were greatly advanced.

Let me impress upon the farmers of the country to-day that what they need is a market. I have no patience with any other argument. If European markets were now opened up and the countries were not bankrupt, living prices at least could be secured. This country needs to disarm. The nations of the earth need to disarm. We appropriated about \$33,000,000 for agriculture, the greatest industry in the country, and ten times as much for the Army and still more than that for the Navy. If we spend all our money upon an Army and Navy we shall have nothing left to encourage the producers of the Nation. We are greatly interested in the peace of Europe, and we are deeply interested in their industries being revived, so that we

can trade with them and so that they can be financially able to pay for agricultural and manufactured products.

Let no farmer deceive himself into thinking that we are not interested in the peace of Europe. Trade is not one-sided. You can not trade with a person unless in addition to selling him something you purchase something in return.

All the revenues of the countries of Europe are used in maintaining a standing army and navy. I earnestly trust that the day will soon come when peace shall reign supreme throughout the world, when a provision for disarmament will be made and a method will be found to settle our international disputes, so that the possibility of war will be very remote. Let us appropriate more money for the internal development of our great country, instead of using practically all of our resources upon a standing Army and Navy. Exclusive of the expenses of the Post Office Department, which are paid almost entirely from postal receipts, nine-tenths of our revenues are appropriated for war purposes, past or present. I mean on account of interest on war indebtedness, including interest and sinking fund, appropriations for the Army and Navy, and fortifications. The people of this country will demand a method of settling international disputes and a reduction of armament.

Again, let me assert that we are deeply interested in the peace of Europe, and let no one attempt to deceive the people of the country into believing that the farmers of this country can be prosperous without a foreign market. You can not have a foreign market with bankrupt nations or with countries who spend all their resources upon armies and navies. We are, therefore, deeply interested in disarmament for European countries as well as our own Nation.

The farmers of the country are entitled to living wages and they are entitled to every consideration of this Congress and to such legislation that will help them secure living prices for their farm products.

Walter Camp's Lecture on "How to Keep Fit."

EXTENSION OF REMARKS

OF

HON. JOHN Q. TILSON,

OF CONNECTICUT,

IN THE HOUSE OF REPRESENTATIVES,

Saturday, February 26, 1921.

Mr. TILSON. Mr. Speaker, on the evening of February 15, in the conference room of the House Office Building, Mr. Walter Camp delivered his lecture on "How to keep fit," which was listened to with great interest by many Members of Congress, their families and friends. A number of Members who heard the lecture and a number who did not hear it have expressed the wish that it be printed in the CONGRESSIONAL RECORD for the benefit of Members and others. Mr. Camp's permission has been secured, and the lecture is here inserted in accordance with leave granted by the House:

"Mr. TILSON. Ladies and gentlemen, it happens that the gentleman who is to address us this evening is my constituent, a fellow townsman, a neighbor, and a close personal friend. I therefore claim him and am proud of him, but I realize that no city, no district, no State, has an exclusive claim to Walter Camp. He is known all over the country wherever wholesome athletics are known, and that means everywhere in America.

"Mr. Camp came to Washington to appear before the Ways and Means Committee, because I must tell you that athletics is not his business. At home he is president of the New Haven Clock Co. and is otherwise interested in large affairs, but he is very enthusiastic on the subject of physical development and training looking to the long life and health of the people of this country; and, so far as I know, no one man has done more in that direction than Mr. Camp. He having come here to appear before one of our committees, a few of us got hold of him and prevailed upon him to stay overnight and say something on his favorite subject to the Members of Congress and their friends; because of all the men I know, I think that Members of Congress need most what he will say to-night. The conditions under which we have to live and do our work here are such as to call for all the advice, aid, and assistance that we can get from all sources if we would preserve our vitality as well as do our work well.

"Without more extended introduction I take great pleasure in presenting to you Mr. Walter Camp. [Applause.]

"Mr. CAMP. Ladies and gentlemen, do not be alarmed, and do not think I am going to suggest that you change the even-

tenor of your life, or that I am going to rush you into a gymnasium, lame you, and tire you out. That is old-fashioned. We do not have to do that any more. A man or a woman can keep himself or herself fit with six or seven minutes a day. It is very foolish to urge anyone to try strenuous exercises to which they are not accustomed to make themselves lame, and I would be very foolish to advise anything of that kind.

"But we are all wild animals in a state of captivity. When you stop to think of it, man was meant to earn his bread by the sweat of his brow, and in the early days he had to dig for what he was going to eat, and he did not get any too much of it. He had to work hard to get it. To-day, instead of that, your food is brought to you on a platter. You do not work for it. A great deal too much of it is brought, and what is the result? The result is that you are being injured by civilization.

"An outdoor man can eat anything that does not eat him first. [Laughter.] If you were all on perpetual vacations, I should not need to talk to you. If you are hunting and fishing and traveling through the woods, you do not need any ideas about diet. The greasy bacon tastes good, and it digests, and you do not need any calisthenics. You get enough work. But unfortunately a good many of us have our living to make, and it requires some of our time to do that, and consequently we get, as I say, hemmed in between four walls and have to compensate for it, or else an inexorable nature makes us pay the penalty. The war through which we have just passed brought us to a realizing sense of our situation. If my boy and your boy had not been physically fit to fight we would not be here to-night.

"But there is something beyond that. We found that the men back of the lines had to work hard, but a good many of them broke down. We found too many who were old at 40 and fat at 50. Any time after that they had to have a motor car if they wanted to get anywhere. There is no reason in the world why a man or woman at five and forty should look either like a ruin or a public building. [Laughter.] That is not necessary. Nature did not mean us to do that, and if we take proper care of ourselves we need not.

"Now, another thing. Before this war we all believed there never would be another war. We believed our death-dealing machines were so competent to do the work that if a war started people would be frightened and stop. But there is something in a man that will make him go on against anything. New gases discovered did not make any difference, did not stop them. And while in this country we were not prepared in a military sense, our boys had learned a great lesson. The cardinal sin in the decalogue of American youth is to be yellow, to be a quitter. That is taught on every athletic field in the country. That was the finest education, as all the foreign officers realized when our men went in.

"A man in football gets his signal, and he does not stop because of the interference. He goes on and on, and that was the discipline that our boys had gained, with the result that—while I believe before the Russian-Japanese War the percentage at which troops stopped was when there was 6 per cent decimation, the Japs raised that to something over 12 per cent at Port Arthur—in this last war our boys went ahead at 45 and over that at Belleau Wood and Chateau-Thierry. That is worth preserving, but it is also worth while to think of our 30 per cent rejects, and to remember that if we had not been a big Nation, if we had been small, that 30 per cent rejection would have been pretty expensive for us.

"A certain gentleman was once asked to give a definition of a nation, and he said, 'It is a body of people with common laws, common customs, common language, art, and literature,' and then he capped the climax by saying, 'and enough self-consciousness to preserve it.' If you have not enough self-consciousness as a nation to keep yourselves fit, when the Hun comes he takes all your art and literature. After all, it comes down pretty near the savage again about once in so often. Then the time comes when a nation has to fight, and that nation must be fit to fight. If the people of that nation are not fit to fight, then the nation is overwhelmed.

"I will tell you how this thing started. I was not particularly interested in calisthenics. The football coach and the man who handles men has not a particle of interest in the record which shows that a freshman comes up to college with a thirteen and three-quarter biceps, and by flexing his arm a thousand times a day has acquired a fourteen and three-quarter inch biceps in his sophomore year. We do not care anything about that. It is not the muscular development that counts. It is the efficiency; and the overmuscled men are almost always muscle bound. Those of you who have boxed at all realize that when you step into the ring against a man with a great bulging biceps he is slow and, more than that, he is muscle bound, and when the blow comes out it comes only about so far and then it stops. The man you are afraid of is the Fitzsimmons type

of man, with the long steel rod here and the driving power up here, and when the blow comes out it comes out quick, and comes out about a foot farther than you expect. That is efficiency, and it is efficiency every time.

"I handled a great many men on the naval stations, and we had a good many professional strong men, men with overdeveloped muscles. Well, astounding as it may seem, those men could not endure, could not stand exposure, could not stand a lot of things that the ordinary clerk out of an office who had very little athletics could stand. And it is easy to see why. Those muscles are attachments of yours, and they have to be fed and taken care of. When they are overdeveloped they are taken care of at the expense of the vital organs.

"Those of you who run motor cars know that the thing you are most interested in is the engine—the part that is under the hood. If you have a Rolls-Royce, you can run on the rims if you have to, and you can get somewhere; but if you have a broken-down engine, it does not make any difference how beautiful the tires are, they will not get you anywhere. Now that is the lesson. I was not interested in calisthenics, because calisthenics did not mean efficiency. Secretary Daniels asked me to take charge of the athletics at the naval stations from Machiasport to Puget Sound, and we developed plenty of sport for those boys. I had 17 teams out at Great Lakes, and a football station team that cleaned up the country. We had them going everywhere, and the boys had something to do in their off time.

"I had been on the job about three or four months when I had a letter from a rear admiral who was in command of a station, and he said, 'I don't know whether you are interested at all in calisthenics, but I am going to throw out all calisthenics and setting up drill at my station, for they are taking too much out of the men, or else they teach them to slack.' I wrote him that I had not followed it particularly, but that I would very much like to look into it, and I went to his station. What did I find? I found a little 138-pound noncommissioned officer leading a stiff Swedish set-up. That can be made pretty strenuous, and he was making it pretty strenuous. I wondered what the men of my weight, the men who weighed 190 or 200 pounds, would do under it, so I watched him and watched those men, and I saw the things they were doing. Take what they call the stoop-fall, which consists in a man going down like this, and pushing himself up like this, with a straight back. Take a man who weighs 190 pounds or so, and let him do that 20 or 30 times conscientiously, and he has no pep and ginger left. He is played out. So why waste time in tiring your man out. It is just the same as if in a football game, you took the men and put them at the tackling dummy for an hour before they played the game. They would be all tired out and would not do much.

"When I came to watch this group I saw the big fellows, when they came to that, instead of going down in this way, they were all lying flat on their stomachs, this way. [Laughter.] Now, you know in either service or football or life it does not pay to teach anybody to slack. If you have a man who is a half-back in a football team and you want to send him into the line you do not tell him to go in easy. You tell him to hit the line, and hit it hard. You may play him only five minutes, but during that time he has got to go hard, because that is his discipline and that is what makes a player of him. It is just the same in the service.

"After I had looked this thing over I made up my mind then the commandant was right. But I went to several other stations. I went to one, where I asked the commandant if any of his men slacked in these exercises, and he said, 'Not a man. We have a wonderful leader. He is full of ginger. Everybody goes through those exercises and nobody slacks.' I was still a little skeptical, and I asked him to turn them out for me. He turned out 3,000 men, and they went through these exercises. There was a wonderful rhythm about them, but I saw, as I had seen in other stations, that the men were slacking when it came to these exercises which I have been describing to you. When the exercises were over the commandant turned to me and he said, 'Well, did you see anybody slacking?' I said, 'Well, I would like to put the pictures on them.' He said, 'Why, all right.' I said, 'I would like to put the movies on them tomorrow.' He said, 'Certainly.'

"So I put the movies on them, and two days later I took him into his theater and I ran off the movies for him. He stood there and watched them. I did not say a word. I saw his chin coming out further and further, and I saw he was getting madder and madder. Finally when the last one went on he said: 'By Jove, 90 per cent of those men are slacking on those exercises. I will get after them.' I said, 'Don't. They have got to slack if they are going to do your drill afterwards.' Now, there is the point. You ought not to use up all your vital-

ity in a thing that is not effective. A man or a woman has just one bowl of vitality, and you have to do all your work and play and everything else out of it, and it must suffice for everything. When you lower your vitality beyond a certain point you lower your resistive force, and you are a prey for every germ that is going. This room is full of germs. You are throwing them off because you are in good condition. Just as soon as you get low in vitality the germs get you.

"I came back on the *Adriatic* with Rickenbacker and several flyers and a surgeon whom we picked up at Brest. One day the surgeon came to my cabin and he said, 'My job has been investigating influenza. I spent a year and a half on both sides of the water investigating influenza. We have the data in pretty good shape, but there is one thing we have got to have explained. We had an Army cantonment in the Middle West, where we had 30 to 40 per cent of influenza, which was not unusual; but you had an aviation field right next to us in the same environment, under the same surroundings, and you had only 2 per cent of influenza. I want to know why.' I said, 'It is perfectly simple. I was treating my aviators as I would treat a quarter back on a football team. They are the eyes and ears of the Army. Their vitality must be high. They must be eager to get into their ships and fly. They must be optimists, just as a quarter back on a football team must be an optimist.' If a quarter back is run down and overtrained, and the men hear from the tone of his voice when he signals that he has no confidence that the play will go through, it is pretty sure to be a failure from the start. If, on the other hand, he is high in vitality, you will hear that ringing voice, and you know he thinks his fellows are going through. It is the same with the men. We gave those men 10 minutes of the daily dozen in the morning, and had them play games an hour and a half in the afternoon, and they never went to bed tired. They were sent to bed in good condition.

"It makes no difference whether you put a uniform on a man or not, if he goes to bed tired every night for three or four weeks his condition will grow steadily worse and not better. You know that if you go to bed tired every night for three or four weeks and there is tonsillitis in your family, you are the one who gets it, because you have no resistive force. Now, the problem is to get the proper amount of exercise to conserve a man's vitality. After I had gone through these stations I made up my mind that it was up to me to try to see if there was not something the men could do if they were going to throw out the 'monkey drill.' So I studied pretty thoroughly a good many of the various forms of exercises. The first conclusion I reached was that they were paying too much attention to their arms and legs, that we could throw the arms and legs out of account, that nature always takes care of your arms and legs, that they are good enough unless they are broken, or unless there is some lesion; that the fault was in the engine and not in the arms or legs, and that it was of no use to bother about them. A blacksmith does not have to take exercises to develop his biceps. Nature takes care of that. If he has to swing a hammer, the arm will grow big and powerful, and that is the way it is with everything.

"If you are going to do office work you do not want great, bulging muscles. That is not worth while. It is a nuisance, and sooner or later it drains your vitality. What I wanted was something that should conserve vitality and at the same time get at this part of the body. Men and women alike need to do things to make and keep their bodies supple. Women are a little more supple than men; but, if you stop to think of it, after you are 12 or 15 years old you all commence to move in straight lines. You give a child something to reach over its shoulder, and the child will reach right back like this, but if any of us are going to reach anything that is back of us we turn around. You move only in straight lines, and there is where the trouble begins. There is where the American disease of civilization, constipation, comes from. There is never any motion around the middle of the body. What is age? It is stiffness. There is no reason why a man at 50 or 60 or 70 should not be supple; and if he is supple, then he grows old very slowly. The place where he must look after himself is in his body muscles.

"After I had studied these things, I had made up my mind about throwing out exercises for the arms and legs, but still I did not know just what I wanted to do. Suddenly, one night it came to me that, as I said at the beginning, we are all wild animals. Now, what do the wild animals in a state of captivity do? You go to the Bronx and the Zoo and watch them, and what do you see? You do not see any lion or tiger kicking like this, to exercise his legs. He knows his legs are going to be good enough, and if you think they are not, just open his cage and see.

He can run just as well as he ever could. But what is he doing all the time? He is stretching those big muscles of the body, bending and stretching his body and muscles. You call your domestic dog off the sofa, and what does he do? The first thing when he jumps down, he makes a long stretch backward and forward. You can test it at any time. That is inherited instinct in those wild animals. The wild animals and the tame animals, too, know that it is the stretching of those body muscles that counts and nothing else. Everything else takes care of itself. They are all the time testing and exercising those body muscles. I made up my mind that this was what I wanted to get at, so I worked out this set of exercises. Before I show them to you I am going to tell you a few stories about them, to show you the effects which have been produced.

"In the first place, we put them in a few of the naval stations and we found marvelous results. Then the Bureau of Navigation commenced to detach petty officers for duty at a post where I had a hundred leaders, and they learned the exercises. Then they went back to their stations and put them in. There was one station where 12 petty officers had come down just to learn these exercises and had gone back to the station. Just at that time the commandant of the station was changed and an old shellback off the fleet came ashore and took command of the station. He wrote me, 'Dear Mr. Camp: What is this new-fangled setting-up exercise some of my men have got? It is not as good as the Swedish, which is the standard in the Navy.' I said, 'I have had very good success with it. I don't know whether it is any better than the Swedish, but why not make a trial?' He wrote me and said he had a hundred men whom he would keep at the new exercises for six weeks, and that if at the end of six weeks they showed any improvement over the rest of the men he would put 30,000 men on the new exercises. I said that was eminently satisfactory. So four weeks went by, and at the end of four weeks, two weeks before the time limit set, he wrote me a short letter, saying: 'Dear Mr. Camp: Orders have gone out in this station to-day for every man, woman, and child to take the Daily Dozen once a day, including the commandant and his wife.'

"He told me afterwards that he had never seen such good effects from anything. We had a good many experiences of that kind. I wish to cite to you one case that is pretty extreme, and at the same time very interesting.

"I was going out to Great Lakes one night, and I was in the smoking compartment of the sleeping car. About 11 o'clock in the evening a man came in and he said 'Mr. Camp?' I said, 'Yes.' He said, 'Well, there is a man in the car here who is in very bad shape, and we wondered if you could not do something for him.' I said, 'What is the matter?' He said, 'This fellow is running up and down the aisle in his pajamas trying to get them to stop the train to let him get some dope because he has not slept for four nights.' I said, 'He is pretty near to central nervous exhaustion, and he will crack pretty soon.' I found he was a man only 38 years old, who had been managing a munitions plant up in Canada, and had broken down under the work, as so many other men did at that time. He broke down because he had offended all the laws of nature. He had given up all exercise, and had been working day and night.

"Now, you know, when nature taps you on the shoulder there is no appeal to Washington. When she does that she gives you notice, and when you get that notice there is nobody else who can stand it for you. You have got to stand it yourself. And that fellow had come pretty near having his notice. He was just as white as a sheet. He was twitching all over, his pulse was 110, and he said to me, 'For God's sake, can't you put me to sleep?' I said, 'No, I can't put you to sleep, but I can stop this twitching. I can start this thing so that you will rest.' He said, 'Well, if somebody can only put me to sleep!' I said, 'Don't stand that way, stand this way,' and I started him on a few exercises to stretch his body muscles. Pretty soon the color began gradually to come back into his face, and the twitching stopped. Then I said to him, 'I am going to put you through the whole set of exercises once. Then I am going to send you back to your berth. You are not going to sleep, but you will rest easy for a while, and that is the first step.' So I did that, put him back in his berth, and did not hear anything more from him. The next morning while I was at breakfast in the dining car somebody tapped me on the shoulder, and it was this man. He said, 'You don't leave this train until you have taught me those exercises. I slept last night for the first time in five nights.' Well, two months later I got a letter from him in Toronto saying, 'My dear Good Samaritan, I am back on the job all right again, and I am teaching everybody here those exercises.'

"That was an extreme case. I had another one from Santo Domingo, a little radio operator only 28 years old, who had been broken down through overwork day and night. He wrote me that the surgeons had told him that he would have to go out of the service, that he could not do anything in civil life, and that he would have to go to a sanitarium for a year. He said that somebody had one of these 'Daily Dozen' pamphlets, and gave it to him, and he tried it as a last resort. Six weeks later he wrote me a letter saying he was back on the job. Both these cases are men who had forgotten that nature demands something from you and that you have got to pay the price if you do not do what she says.

"What is nature's method? She is the kindest mother in the world, always taking care of you and going to an extreme, giving you a margin that you can play with all the time. For instance, a boy begins to smoke. What does nature do? She makes him sick. She says, 'Kid, I wouldn't do that. I don't believe in it. I don't believe it is good for you.' But he goes on smoking, and Mother Nature says, 'Well, I can't kill the little fellow for that. That is a trifle.' So she adjusts him to that false economy, and he is not sick any more. He goes on smoking and it does not seem to have any effect upon him, or, at most, no serious effect, and in moderation it does not. Then he goes on smoking more, and he smokes one cigar after another, and finally gets up to 16 or 17 a day. What does nature do? She looks him over and gives him another warning. She gave him one warning at first. She said, 'You would be better off if you didn't do that at all,' but she adjusted it so that he could smoke in moderation; but when he gets up to smoking 16 or 17 cigars a day, then she steps in again and gives him another little warning. This heart of his begins to flutter, and he is scared to death and runs to his doctor. The doctor examines him and says, 'You have got to cut out this smoking.' So he cuts it out.

"Well, in three or four days or a week the irritability here has all disappeared. Then he chuckles to himself and he says, 'I have this thing fixed up all right again,' and he begins to smoke again a little. He smokes in moderation the first week, but nothing happens. Then he goes on increasing it more and more until he gets up to 15 or 20 a day again. Then the fluttering begins again. He knows all about it then. He knows he is smoking too much, and he says, 'Well, now, I know I did smoke too much to-day, but to-morrow I won't smoke at all.' He lies awake the first part of the night, but the last part of the night he gets three or four hours' good sleep. He wakes up, and the fluttering has all stopped again. He gets his breakfast and then he lights up. Now, he has begun to take chances, and he is getting pretty close to the edge, but he does not know it. He forgets all about the two or three warnings that Mother Nature has given him. Finally, he gets to going it right along just as he did before, and this thing commences again. Then what does nature do? She takes one look at him and says, 'I gave you your three warnings. Now I have better men,' and she sweeps him off. That is what she does in everything. When it is done in moderation she deals gently. But these people think they can go beyond that, and then after she has given her warnings, she gives them up for better men.

"People think that they can take an orgy of exercise and make up for a long period of neglect, when they do not take any exercise at all. You can not do that. Nature does not do things that way. She does not grow a plant for a month and then stop for 11 months and then shoot it up again. Things have to be done gradually. If you put on 30 or 40 extra pounds of weight, you have not put it on in 30 or 60 days and you can not take it off in 30 or 60 days with safety. You can get it off—run it off, sweat it off, and all that—but let me tell you that you are taking big chances when you do it. But you can do it gradually, slowly, just the way it was put on. Nature gives you all these chances. The way to do it is to have all your play and all your fun just the same. When you get the chance to play, play, and use your legs and arms in playing. Do not go to a gymnasium and do this [indicating] with them. That tires you to death. When we were children and had to do those exercises we slacked it just as much as we could. We had no use for it. Now, the only part that we neglect is the part that counts the most. When you get the picture and begin to think how easy it is to take care of that part of the body you can realize that it is a very cheap insurance to keep well and fit. It is not very expensive.

"Let me say this to the women: Every woman has the right to be beautiful and attractive, and she can be. Health is the greatest asset in the world, and it can be kept. It can be kept with plenty of leeway. Nature never punishes any girl or woman for going out once in a while and dancing all night.

She has a big margin if she takes care of it. You can dance all night to-night, and to-morrow night, if you sleep well. If you take a good sleep and have a good night's rest, then you are ready to do it again; but if you use a motor car, if you substitute riding for all the exercises that you used to take, if you are carried around, and eat all the good things, nature comes in and very slowly she puts age on you, your color disappears, and everything goes wrong. Then pretty soon you begin to know that you have nerves, and when the nerves commence it is the beginning of trouble. Many men and women envy the laborer who falls asleep in the corner of the street car, because he can go to sleep when they can not. When you reach that point it is dangerous. Now, this is a doctor who takes his own medicine, so I am going to show you what these exercises are, and show you that they are not a great muscular 'stunt.' Anybody can do them, and if they do them they will certainly reap the reward in health, in efficiency, and in endurance. If you will pardon me I will take off my coat. [Applause.]

"These exercises are arranged alliteratively, so that they are easy to remember. When the Bureau of Navigation first proposed that I should take hold of this work they said 'We can not send men to learn these exercises, because it would take a year or two to make leaders and put them through the stations.' I said, 'You are thinking of the Swedish.' When you learn the Swedish you have to learn the nomenclature of over 300 different varieties of movement, and of course it takes a long time. Now, we had to create these men as accomplished leaders in a week, and we did it, so you can readily see how simple it is.

"The first three exercises we use in the service can be used only in groups. They are to secure coordination, to get the wires working well from the mind to the muscles. That is quite essential in any drill, as you realize, and also it is a very good thing. Your nerves are in better condition if your muscles answer immediately. The first three exercises are the hand, the hip, and the head. All of you know that if a man or boy is quick in one thing he is quick in everything. If he is quick in football, he is quick in baseball. In other words, the wires are in good condition, the message travels quickly, and the man answers instantly with his muscles. In order to assist me in showing these three simple exercises I should like to have two or three of you stand up.

[Mr. REED of New York, Mr. SWINDALL, and another gentleman stood up in the center aisle.]

"When I precede a command with the word 'order,' then you make the motion. If I omit the word 'order,' you do not make the motion. Order, Hands; order, Hips; order, Head. I do not want to go through all of it, but only enough to show what it does. Now, when I say, 'order,' make the motion. If I omit the word 'order,' then remain motionless. Order, Hands; order, Hips; order, Head; order, Hips; order, Head; order, Hips. That is doing very well. After we have done that three or four times I will omit the word, 'order,' and will mix them up—hands, hips, head. Now, look at me, but follow my orders and do not mind what I do. Hands, Hips, Head, Hips, Hands. I am very much obliged. That is all, gentlemen. Thank you.

"You all realize that if you are boxing and your opponent makes a certain move and you do not make the right move there is trouble. In these exercises it takes only three or four days before the men are acting on the word of command. Now, remember that most of you are like these gentlemen who have been assisting me so kindly. You and they have been giving orders and not taking them. Under that habit your coordination gets poor. The privates can always drill better than the officers, because they have been accustomed to obeying orders.

"With the next three exercises we begin to get at the body. These are the 'grind,' the 'grate,' the 'grasp.'

"You stand in this position, and raise the arms sideways to a horizontal position; turn the palms upward and force the arms back as far as possible. While in this position count slowly from 1 to 10, and at each count make the hands describe a complete circle about 18 inches in diameter, the arms remaining stiff and pivoting from the shoulders. Then reverse the direction of the circle and do another 10 of them.

"All of you are perfectly familiar with the idea of sitting up straight and standing up straight. You say to your little children, 'Sit up straight; stand up straight. Stand up; don't do that.' We hear that all over the country. Now, you can not stand up straight, and your child can not stand up straight, unless the shoulder muscles are in good condition. You all know that when you see a weak man or woman, an emaciated one, one that is run down, you see those shoulder blades sticking out at the back like wings. The muscles over those shoulder blades have atrophied. What happens when the muscles atrophy over those shoulder blades? The blades go out, the shoulders go in, and you shut right up. When this happens

your chances of life are growing small, and your chances for a comfortable and happy life are becoming infinitesimal when you get over this way, stooping over.

"It does not make so much difference when you are 15 or 18. A man can play just as good baseball, just as good tennis, and just as good golf with his chin out this way and his shoulders over this way when he is that old, because youth is on his side at that age, but let the years move on a little, and when he is shut up like that at 25 or 30 it begins to tell, and it tells tremendously at 40.

"It takes only a very few of these motions every day to put those muscles back into condition over the shoulder blades, fill them out, and put a hollow down the back. Then he gets a good-looking back.

"The second of these exercises which I show you is the 'grate,' which puts a rounded cap over the shoulder blades. It does not look like muscle, but is a round, smooth cap over the shoulder, because those muscles get exercise. In the service and in civilian life also we are after the flat foot, too. We combine these two. Stand like this, then raise the arms to an angle of 45 degrees, and come up on the balls of your feet, inhaling, and then let the arms down only to horizontal. That is easy, you see. That is exercising the arch of the foot all the time and exercising these shoulder muscles. Let me repeat the directions.

"Raise the arms to horizontal. Then, while taking a deep breath, raise the arms to an angle of 45 degrees, and also raise the heels until you are standing on the balls of the feet. Then while you slowly let out the breath come back to the original position, feet flat on the floor, arms horizontal.

"When I first started to put that in, one former leader came to me and he said, 'Mr. Camp, I don't see why you don't do what we do in the Swedish. Why not raise the arms all the way up like this?' I said, 'I will tell you. I am trying to save time. I will do this a thousand times. Then you do mine 50 times.' And he said, 'Why, it is easier to go halfway up than it is all the way.' I said, 'All right.' He was a big, solid-muscled man. I do not know how much his arms weighed, but they were big ones. I said, 'All right, try it.' He started, raising his arms to an angle of 45 degrees. When he got up to the twentieth time he commenced to get very red in the face. When he got up to 30, he wanted to cut those arms off and throw them out of the window. At the fortieth time I said, 'I know you can do it 50 times.' He said, 'By George, you are right.'

"You keep the weight on the shoulder muscle, therefore you get splendid exercise, and you will find when you do it 15 times you will realize that you have a pair of shoulders, all right. The purpose is to put the driving power up here. We thought some of our boys would be interested in this, and we put it out through the American Boy, that magazine published for boys. I had several letters from boys who at first could not throw the ball from third base to first, who said that in six weeks they had no trouble in getting the ball over, because those muscles were developed as they should be.

"The next exercise is the 'grasp.' Very few of our sports do much for the neck. The result is that it is feeble and little. You will realize when you stop to think of it that you recognize the ill man or the ill woman, and those who are not strong in vitality, by the fact that they have hollows in the side of the neck here. You can get strength in the neck in this way: You stand in this position, raising the arms to horizontal. Place the hands behind the neck, and put the tips of the fingers against the base of the skull, like this. The elbows are forced back. While in this position bend the body slowly forward from the waist as far as possible. You exhale as you go down, keeping the head up and looking at the leader. Then you come up and bend back only a little way. This gives just enough pull on the abdominal muscles to get them in action up and down. It is very easy, but you will find it begins to pull here, and pretty soon your neck instead of having any hollows in it is a column, the way it should be; and then you find, instead of it being an effort to stand up straight, it is easy to stand up straight and hard to get over this way, because these muscles are acting as they should.

"The next three exercises are the 'crawl,' the 'curl,' and the 'crouch.' Here we commence to exercise this part of the body, about the waistline. As I have said, in the first place, the disease of civilization is constipation, and if you churn up the intestines you get secretion, and if you get secretion you are no longer constipated. It is a simple proposition. You begin in this way, standing erect, dropping the right hand to the thigh, putting the left arm straight up, and let your right hand crawl down as far as comfortable. That bends the body sidewise from the waist. The right arm slips down the right leg to or below

the knee. It is not the object to start with the first day you try it to see how far down your leg you can get your hand. You will find that you have not used these side muscles very much for a long time, but the effect produced is cumulative. Then reverse it, putting the left arm straight down by the side of the left thigh, raising the right arm, and let the left hand crawl down the left leg as far as is comfortable, bending from the waist toward the left. Do each of these motions five times. If you do this a little every day, in a week you will find that you are going down very easily. The result is suppling these muscles on the side which you do not use. It is churning up the intestines and crowding the colon. A great deal of the trouble comes from the colon, and this will correct that.

"The next exercise is the 'curl,' which is a breathing exercise. You have been told, and they are telling you yet, that if you get up in the morning and throw open the window and then take 20 or 30 deep breaths, you will acquire the habit of deep breathing when you sit at your desk. Well, that is the worst lie that was ever perpetrated on the human race. If you stop to think about it, you realize that you can shove those ribs out while you are thinking about it, but when you stop thinking about it, you will stop making your ribs go out. When you take those 20 or 30 deep breaths in the morning you get some oxygen, but if you really want to get a chest that a singer has you should do it in another way. It can be done and done very readily.

"You close the fists, inhale slowly, and let the head and shoulders go over back, while your fists come up into your armpits. Look up at the ceiling. You can see what that does. It brings these ribs out. Then see what it does to your belt line. You will find when you do this that you are pulling right up here, putting your belt line up where it belongs, like this. Then your carriage is right. When you have done what I told you, then begin to exhale as you come back to the original position, with your head erect and arms at the horizontal.

"These exercises very soon increase your lung expansion and increase permanently the room where not only your lungs are taken care of but your heart and your stomach.

"The 'crouch' is a leg exercise, but we do not use it for that, but to give control over the muscles which affect your poise and carriage in walking. Put your feet 18 inches apart, and then, going up on the toes, go down with a straight back, then up again and back on the heels. Here we are after that flat foot again. We do not want that arch to get weak, because there is no pain that is quite like a fallen arch, and as long as you keep those arches in good shape you will be in no danger from that. You will find when you first try it that you pitch over. Your muscles ought to obey your will. If you tell them to hold you straight, they ought to be able to, and they will in two or three days, and then you are getting the poise to the body proper. They talk to you about high heels. You never saw a toe dancer walk up Fifth Avenue except with the highest heels there were. She is not going to ruin her appearance by wearing flat shoes. She never will get a fallen arch, because she is exercising that arch of her foot all the time in her business. If any woman will exercise those arches properly, she can wear all the high heels she wants to, with no effect on her at all. It is getting enough strength so that there is no danger of a fallen arch.

"The last three exercises are the 'wave,' the 'weave,' and the 'wing.' Here we attack the body still more.

"For the 'wave' stand in this position with the arms as before, at horizontal. Bring the hands up over the head and clasp the fingers. Bring the arms against the ears, and then let the hands describe a complete horizontal circle about a foot in diameter, waving the body from the waist. Before I do that let me tell you what they do in hundreds and hundreds of schools, teaching the children, and every 6 or 7 year old child knows how to do it, just as I am doing it now. They just wiggle their knees and hips like that, and that is all they do. They do not get any motion at the waist. You just screw the knee and hip around, and get no motion up here. Now put your arms in this position, as I say, locking the fingers and bringing the arms up against the ear, make a complete circle, waving from the waist. There is one place you will move, and you will move freely there, and you can not deceive anybody about it. You see that is getting a movement in four directions, and churning up the whole middle section of the body.

"The 'weave' is a little more accentuated. Ask anybody who ever had anything to do with setting-up exercises, and there is one thing they always do. That is bending over and touching the floor in this way. That is not only very ineffective, but sometimes it is dangerous. There are probably some of you here who have struggled with that, and have not been able to

get over. You are all right. You do not have to get over, I happen to be 'long coupled,' and can reach down there, but there are plenty of men who never ought to get within 2 or 3 inches of the floor. I had a letter not a month ago from an Army officer who says, 'Thank God, somebody has put a crimp in that. We broke hundreds of backs in our division before we knew enough to let it alone.' I have had hundreds of men come to me with rheumatism and lumbago and sciatica, from doing that one thing alone.

"I had a former general in the Army who wanted to consult me here at Washington. I said, 'Have you got on a leather jacket?' He said, 'Yes.' He said, 'I have lumbago and sciatica,' and he said, 'I have been to two surgeons, I have been to osteopaths, and out to the Mayos, and nobody can do anything for me.' I don't know. He may have had a loose sacro-iliac. At any rate he had a mighty bad back, and he said he had had it for nine months. I said, 'How did it come on?' He said, 'I was doing my setting-up exercises one morning.' I said, 'I will show you the one you are doing.' He said, 'I don't believe you can.' I said, 'All right. It was this one.' He said, 'Don't do that; it hurts me to think of it now.' I have found many people who were disappointed because they could not do that. It does not take a surgeon to tell you. If you have a fast horse you do not experiment to see how far you can spring his knees back. Those ligaments in there are meant to be like steel wires, and when you are running, and you get hold of the ground, they are supposed to pull. You do not want them yielding; and that is the story about that. When you go over you are relaxing all the muscles as much as you can.

"The only muscular exercise I am getting is when I commence to come up. Now the muscles of my back are beginning to lift my trunk. If every man, woman, and child could not get up from that stoop you would have to have derricks along the streets to get them up. Your back is good enough to do it without any special exercise. They thought it was good for constipation. Well, it is a little exercise, but it is just what I told you, it is a straight-line exercise. You are doing it every time you get up out of your chair, but it is not very effective.

"The 'weave' is like this. You turn like this, turning the body to the left from the hips, the arms remaining horizontal until the face is to the left, the right arm pointing straight forward and the left arm straight backward. While in this position bend the body from the waist so that the right arm goes down until the right fingers touch the floor, while the left arm goes up. You bend the right knee as freely as you like. Then you reverse the movement, turning the body to the right until the left hand points straight forward, and then bending the left knee down until the fingers of the left hand touch the floor. Now, that is easy. There is no pull here, but there is considerable torsion right in here at the waist, and you get all the motion that you want, as you get it without any danger.

"The last is the 'wing.' It is a breathing exercise. It is well to wind up any set of exercises with a breathing exercise. It is somewhat similar to the 'curl,' but it has other motions. Stand like this, with your arms horizontal. Inhaling a full breath, you then exhale and let the arms go down by the side, pulling in the abdomen. Crowd out as much air as you can. Then you come up like this and open up and lift up, take a full breath, and then go down again. I could talk to you, possibly, an hour, and you people who are here would understand it if I talked about diaphragmatic respiration; but when you talk to 3,000 rookies you could not tell them that they could breathe with something in here, but you can put them in a position so that they begin to send the diaphragm down. A man may not be able to tell how he does it, but he pushes down the diaphragm, and then it comes up here. When it is done rhythmically, if there is any oxygen in sight, you get it and get a whole lot of it.

"This is the entire set of exercises. They are easy and simple, and do not require any extraordinary stunts. Anybody can do them. When you start to do them do not try to see how far you can go. There is no gain in that. Just do it gradually, and you soon begin to get more and more supple. Only take six or seven minutes at it, and it is an insurance against ill health. I wish you could see my mail and the thousands and thousands of letters I get on it. I will tell you of one for the benefit of the ladies here. The American Magazine published a description of these daily dozen exercises, and the editor sent this letter to me the other day. It said, 'I got my copy of the magazine, and I read through this "Daily Dozen." I said, "Walter Camp has a fad on exercise now. Much good it does a woman who is doing her own housework and having to run up and down stairs. A woman like that does not need any exercise." Well, I had not been feeling very well for a long time,

and finally I got to feeling worse and worse, and I made up my mind I would have to go to the doctor. Well, I picked up the magazine again, and I said, "I will just try this."

"That was six weeks ago, and I want to tell you what it has done for me. It has cured me of a case of habitual constipation of many years' standing. I no longer have headaches, I no longer wake up tired in the morning, and so on. Then she put this in at the bottom of the letter: 'Mr. Editor, won't you please print this again, because there will be other people just like me who will not pay any attention to it the first time.'

"I know that when you look around, after you have heard this, you will say there are some people you know that you think ought to do this. You say, 'This one ought to take it and that one ought to take it.' You are the one. Do not worry about him or her. They have their troubles, but when they are sick it is not going to affect you at all, and when you are sick, the best wife, the best mother, the best sister, the best brother in the world can not stand that pain for you. You have to face it alone. You have to lie awake at night with it. And when you take a vacation, if you feel well you anticipate the vacation with pleasure, look forward to it for weeks, and when it comes you have a fine time.

But how different it is when you are dropped out of your job, or you leave it because you know you are breaking down. You go away then and you wonder whether it is going to be three weeks or six weeks or eight weeks, or how long it is going to take before you can go back. You wonder all the time, "How soon can I get back? Will I break down when I get back?" A vacation under those conditions is no fun at all. Do not wait until nature taps you on the shoulder, because then it is too late. Before that time comes, take care of yourself. You can have all the good times you want. Nature is good to you. She will give you perfect license, if you take care of yourself. Do not wait until it is too late. If you wait until it is too late, then you will be chasing health all the rest of your life. [Applause.]

MEMORIAL ADDRESS

OF

HON. PATRICK H. DREWRY,

OF VIRGINIA,

IN THE HOUSE OF REPRESENTATIVES,

Tuesday, March 1, 1921.

Mr. DREWRY. Mr. Speaker, it is with the deepest regret and sorrow that I find myself addressing this body in reference to the death of the late Member from the fourth congressional district of Virginia, the lamented and beloved WALTER A. WATSON. I esteem it, however, a great, though melancholy, privilege to have the opportunity of adding my tribute of affection to my departed friend.

WALTER A. WATSON was a Virginian of Virginians, and his characteristics were those of the people with whom he lived, only the more strongly marked. The eastern section of Virginia was settled by the English, and they brought with them from old England that strong and abiding loyalty to and love for home that is such a striking attribute of the Anglo-Saxon character. He grew up from boyhood to manhood, developing more intensely the love for his homeland. He loved his State passionately and gladly devoted himself to its service. He studied its history—the lives of its great men—and he absorbed in his study and reading the motives and purposes that had guided Virginia's beloved sons along the paths of noble service in behalf of the old Commonwealth. Particularly did he love his own country and the people within its borders. He knew their history and the history of their fathers and forefathers. He often illustrated his splendid conversational powers with personal anecdotes of men who, though unknown to fame, had performed deeds of heroism and of loyal service for their fellow men.

He loved the soil of his native land. To him there was no sweeter music than the murmurings of its brooks or the whispering of the winds in its trees; to him there was no prettier nor grander picture than the glow of the sun through the pines at sunset. There was nothing sweeter than the fragrance of the flowers in the woods of "Woodland," his home; there was nothing more interesting and fascinating than the observation of the birds and the little denizens of the woods around his home. Every fiber of his soul was centered in his love of home, and to him "home" was not merely "Woodland," not merely Nottoway County, not merely the fourth district, but his State, Virginia.

WALTER ALLEN WATSON was born in Nottoway County, Va., November 25, 1867, and had just passed his fifty-second birthday when he died. His early education was in the public schools, or "old field schools," as they were then called. He entered Hampden-Sidney College and took a course there. After teaching for a session or two in his county, he attended the University of Virginia, where he graduated in law. From that time on he devoted himself to the service of the people.

Born in the days that tried men's souls—days worse than the days of war—in the horrible period of reconstruction, and with a love for his people that was intense, it is but natural that we should find him at the early age of 23 leading in the work of rehabilitating the physical devastation of the conflict and the political oppression that followed it. With unusual energy and activity, and with unusual intelligence, he led his people in their struggle against conditions which are now recognized by all Americans to have been due to serious mistakes of policy. These conditions necessitated the coming out of patriotic leaders against corruption and misrule and for the preservation of the South's civilization, and young WATSON took an active part in the work. His leadership was recognized and he was elected to the State senate for a four-year term.

He was faithful to the trust reposed in him, and his service in the State legislature was earnest and valuable. He took an active part in the deliberations of that body, and although one of its youngest members, his work reflected great credit to himself and to the people he represented. It is said that he went to Richmond several weeks before the legislature convened and spent the time in the State library and at the capitol, thoroughly familiarizing himself with matters of legislation and legislative procedure, so that when the session opened he astonished the members with his knowledge of the work in hand.

Returning home he renewed the practice of law and was made Commonwealth's attorney for Nottoway County. He was a vigorous, able, and fearless prosecutor, but his nature was too gentle for him not to, at times, temper justice with mercy. He remained in this position of public trust until he was elected to the judgeship.

In 1900 the people of the State realized that they had been trying to get along under a constitution which did not meet their needs and requirements, and they prepared for a convention to draft a new constitution. The ablest men of the State were selected to compose this assembly. WALTER WATSON at that time Commonwealth's attorney of his county, had no opposition when his candidacy was announced, for the people of his district recognized that in him they had a representative who would not fail them. In that convention he took an active part and was recognized as being one of the leaders of that body. The suffrage question was probably the most important question confronting the convention. He had given a great deal of study to the subject, as had been indicated in his work in his district and in the State senate. From the beginning of the debate on this issue he was listened to with the greatest interest and the closest attention, and the sections bearing on this question were framed largely along the lines he advocated, and they are to-day incorporated in the organic law of the State. It is not possible to go extensively into his work in the constitutional convention, but when that convention adjourned WALTER WATSON had earned a well-merited reputation throughout the State.

This reputation stood him in good stead when he became a candidate for election by the legislature to the position of judge of the fourth judicial circuit of Virginia. Being elected, he served as circuit judge until 1912. While he possessed a fair, impartial mind and was imbued with a high sense of justice, yet his talents, it seems to me, were along the lines of legislative statesmanship rather than judicial determinations. His inborn and unflinching courtesy and patience helped him to preside with dignity and renew. He worked hard while wearing the ermine and few of his decisions were reversed by the appellate court. Many important cases were tried before him, and though the lawyers may not have agreed with his conclusions at all times, even those with whom he disagreed appreciated his honesty of purpose, backed by strict application to the evidence and the argument, to give a decision that would reach the merits of the cause, that always justice might be done.

Judge WATSON became a candidate for Congress in the Democratic primary in 1911 and received the nomination over the incumbent of the office by a majority of 28. He had no opposition in the general election, and took his seat in the Sixty-first Congress. From that time he never had opposition. His work in Congress is familiar to many of you who were his coworkers in the years preceding the great upheaval across the sea and the participation of our country in the mighty conflict and in the years during which the face of the world was changed and our own Government was forced to depart from its century of aloof-

ness in world affairs in order to preserve its honor. In that critical period, without bravado or excitement, he exhibited the elements which make the statesman—prudence, firmness, wisdom, and patriotism—and to these qualities he brought his fine intelligence and knowledge of our history to aid him in the crisis presented to this body for its action. He was equal to the great responsibilities put upon him as a Representative and discharged his duties with fidelity and ability. It is not within the scope of these remarks for me to go more explicitly into his work in this body. I leave that to those who served with him and can speak more authoritatively than I.

For 29 years WALTER WATSON served his people in some official capacity; from the early age of 23 until his death he performed public duties, and that, in itself, is a high compliment to his patriotism, his integrity, and his service. As State legislator, as public prosecutor, as judge, and as National legislator, the people whom he served gave him their confidence and their gratitude. They believe that he merited the commendation, "Well done, thou good and faithful servant," and they further believe that he has entered into his reward.

But after all, the greatest compliment to the man was not the public duties that were entrusted to him. Much more striking was the loyalty and love which his friends held for him. No greater tribute was ever paid him than was evidenced by the silent but manifest sorrow of men in all walks of life, the high and the lowly, the rich and the poor, who, at his grave, were not ashamed to brush away the tears that rose to their eyes at the thought that their friend, whom they loved, would not again charm them with his sweet and kindly presence. "They are not dead who live in the minds of men," and by this token the memory of WALTER WATSON will for a long time live in the hearts of his friends, although his body rests in the soil of "Old Nottoway," which he loved so well, and those who knew him know that "he sleeps well," his gentle spirit lulled by the requiem of the wind through the pines over his resting place.

EXTENSION OF REMARKS

OF

HON. BENJAMIN K. FOCHT,

OF PENNSYLVANIA,

IN THE HOUSE OF REPRESENTATIVES,

Thursday, March 3, 1921.

Mr. FOCHT. Mr. Speaker, under the permission to extend my remarks in the RECORD I insert the following:

[Introductory speech at McConnellsburg, Pa., November 13, 1920, on the occasion of the dedication of memorial tablets, introducing Gov. Sproul. By BENJAMIN K. FOCHT.]

From the earliest known civilization monuments and tombs have been erected to perpetuate the deeds of the dead. But before the Christian era these monuments found on the Nile and in India necessarily commemorated the personal glory as the result of conquest and forced submission of the weak under the heel of the strong. These evidences of past greatness represent a pagan civilization and not the self-sacrificing martyrdom for human liberty such as has been achieved under the arch of this grand Republic, which rests on Christian civilization and constitutional liberty.

As the Musselman turns his face to Mecca for inspiration, so in the long years to come, stretching far into distant centuries, the aged, those in middle life, and the youth in his years of growing promise, will turn to this bronze memorial tablet as the shrine of Fulton County heraldry and eternal glory.

Every Pennsylvanian should be and is proud that he is a resident of the greatest division of government in the universe. Pennsylvania has always been first in everything and last in nothing. We could start with the Declaration of Independence and the clanging of old Liberty Bell and continue indefinitely, narrating the story of Pennsylvania's progress, of her philanthropy and heroism, every distinction being worthy to be enshrined in a temple of glory. From Valley Forge to the First Defenders and the Logan Guards, who so quickly responded to Lincoln's call, is but a short step and yet covers a multitude of achievements. When the high-water mark of the rebellion was reached and treason rode in fearful fury against the slopes of Gettysburg, Meade and Hancock, Reynolds and Gregg, all Pennsylvanians, were there displaying unexampled valor and to die if need be. Pennsylvania's sons redeemed the soil of their State and rolled secession back to its own ground, broken and crushed.

The Commonwealth started right when William Penn paid the Indians for their land, and it has been right ever since, always setting an example for other States to emulate. Let them sing of the Rhine with vine-clad banks, and the mighty Alps and the glorious skies of sunny Italy, but we have all that here, and without grinding oppression or an arrogant and diseased aristocracy. When the Continental Army was destitute Robert Morris told them how to get money, and Jay Cook told Lincoln what to do when in financial distress during the Civil War—all Pennsylvanians. We see Franklin calling the lightning from the heavens, and Priestly discovering the common elements of life, while Fulton, for whom this county was named, sails away on the Hudson with his steamboat. Everywhere in a spirit of humanity and regard for men that speaks eloquently from innumerable hospitals and asylums and protectories, and with free books in the hands of every child and free schools presided over by trained teachers. It was here in Pennsylvania where liberty was cradled; here is where the prettiest flag in all the world was made, where women knit and wove for the soldiers of the Revolution—a State throughout which from valley to mountain top the shout of loyalty rung when the guns of treason shot away the flag at Fort Sumter. I am proud to be a Pennsylvanian; every man should be proud of this State. Her sons did more than any other to wipe out the horror of slavery, to wipe out the degenerate crime and its attending iniquities; and then they saved the Nation for you and me and generations yet unborn.

And not least among the vast host to charge with irresistible force the iron lines of the crack troops of Prussia and break them were the sons and grandsons of the men who fought treason to defeat and saved the Union.

Of this vast domain, of this Commonwealth of proud citizenship and mighty accomplishments in industrial progress and the steps that bring happiness to the people, we have a governor in whom we have more than great pride. He is held in fond affection for his splendid manhood, his clear understanding of our kind of Government and the part he has come to be of the great, vast mass of people, the plain people who Lincoln said are the only kind of people it was worth while having a country like this for.

I take pleasure and pride and regard it a signal distinction to be able to introduce Gov. William C. Sproul as the orator of the day.

HARDING'S MAJORITY, AND WHY—FALSE CHARGE OF A DEMOCRATIC SPEAKER CHALLENGED BY CONGRESSMAN BENJAMIN K. FOCHT—LETTER OF REGRET.

HOUSE OF REPRESENTATIVES,

COMMITTEE ON WAR CLAIMS,

Washington, D. C., February 11, 1921.

Toastmaster Roosevelt Republican Club Banquet, Lewistown, Pa.

DEAR TOASTMASTER AND FRIENDS: I do not write to decline the kind invitation of the Roosevelt Republican Club to participate in the Abraham Lincoln birthday anniversary, but rather to express my sincere and heartfelt disappointment that I can not be with you, and for reasons you know, and which from expressions of sympathy received from many personal friends who are members of your club I am sure are satisfactory to you all.

I am pleased to have been able to secure for you for the occasion the services of a scholar, statesman, patriot, and Republican—Hon. WM. E. ANDREWS of Nebraska, and I know his message will be appreciated and serve to quicken and stabilize the virile life of the Roosevelt Republican Club.

The occasion you celebrate is given added auspiciousness and import by reason of the fact that your club sensed the popular need and the resolute will when it organized to reestablish the principles of the Republican Party, which are always expressive of patriotism, progress, and the human uplift. Thus wise in your oversight and successful in your endeavor, not only have you largely contributed to safely anchoring Mifflin County in the sure Republican majority class, but you may glorify also in the forthcoming induction into office of President an American and Republican who combines many of the endearing qualities of Lincoln, McKinley, and Roosevelt, and whose administration will comport with the Nation's highest ideals of progress and business with the integrity and security of the country's sovereignty ever uppermost and the Republic's watchword.

Recently I received a copy of the Lewistown Sentinel of January 11, 1921, in which was published a speech delivered on the occasion of the Jackson Day banquet held in Lewistown, Pa., by former Congressman W. N. Carr, and which I emphatically challenge. On that occasion the former Congressman and unreluctant Democrat, who from 1912 to 1916 represented the twenty-third congressional district of Pennsylvania, advanced the amaz-

ing theory that the election of Warren G. Harding as President of the United States was accomplished by the votes of disloyal citizens.

According to the report of Mr. Carr's speech in the Lewistown Sentinel at the time, he said:

"President-elect Harding's 7,500,000 majority may be easily accounted for. One word gives the answer—aliens, disloyal aliens. I say that Harding's 7,500,000 majority was made up by 3,500,000 disloyal German-Americans, 2,300,000 disloyal Irish-Americans, and 1,500,000 disloyal Italian-Americans.

"I am not criticizing men of foreign birth. There are few Americans that can trace their Americanism back further than two or three generations. I know that it is hard for these refugees from abroad to forget their native hills and rills, hard for them to forget their motherland. But they must know that their first duty on coming here is loyalty to the United States that gives them protection."

The theory that Harding's majority was made up of the votes of disloyal aliens is one that will be embarrassing to Mr. Carr when he and his political supporters stop to analyze the election returns and the real meaning of his statement. Mr. Harding received a total of 16,000,000 votes. The 7,500,000, the majority, constituted 45 per cent of his total vote. In Mr. Carr's judgment, therefore, 45 per cent of the Republican vote of the country is disloyal.

It follows as an unavoidable logical conclusion that if 7,500,000 of the votes were cast for Harding through motives of disloyalty, the other 9,100,000 were cast for him through either disloyalty or stupidity. If Mr. Harding and his candidacy were of such a character that to vote for him was disloyal, then all those who did vote for him were prompted by treasonous motives or were too intellectually dense to understand the effect of their votes. Mr. Carr has put 16,600,000 Americans in a group which he calls either fools or knaves. In his view the only wise, honest, and patriotic were the 9,131,000 who cast their votes for Cox. There can be no other possible conclusion consistent with his assertion that 7,500,000 of the voters who marked their ballots for Harding did so from motives of disloyalty.

The number of voters assigned by Mr. Carr to the classification of disloyal German-Americans, Irish-Americans, and Italian-Americans comprises practically all of the voters in the country who are of German, Irish, or Italian nativity or descent within one generation. By his statement, therefore, Mr. Carr puts the brand of treason upon practically every citizen of the United States who was either born in Germany, Ireland, or Italy, and naturalized here, or whose parents were natives of Germany, Ireland, or Italy.

Since Mr. Carr as a chosen spokesman of the Democratic Party at one of its annual rallies has raised this question of the attitude of American citizens of foreign ancestry, it is pertinent to take a brief glance at some of the campaign utterances not only in the contest of 1920 but in that of 1916.

Not by any utterances of his, nor by any possible inference, could Mr. Harding be accused of making any plea for the votes of citizens of foreign stock. No candidate for the presidency ever made a campaign in which Americanism was more strongly emphasized; in fact, one of the criticisms voiced by the Democrats was that Mr. Harding was so intensely American that he would hold the United States out of international relationships designed to bring about permanent world peace. The first campaign utterance of Mr. Harding after his nomination was his address delivered into a phonograph, in which, among other things, he said:

"Call it the selfishness of nationality if you will; I think it an inspiration to patriotic devotion—

"To safeguard America first,

"To stabilize America first,

"To prosper America first,

"To think of America first,

"To exalt America first,

"To live for and revere America first, and

"Let the internationalist dream and the bolshevist destroy. God pity him 'for whom no minstrel raptures swell.' In the spirit of the Republic we proclaim Americanism and acclaim America."

There is absolutely nothing in that summing up of his Americanism which could encourage any disloyal American to hope to promote the interests of his native land by casting his vote for Mr. Harding.

Now, having shown that the Republican nominee in 1920 made no plea whatever based upon anything except Americanism, let us turn to page 93 of the Democratic campaign textbook of 1916 and see the reproduction of a speech delivered by Representative Charles Lieb, of Indiana, a native of Germany, who made a plea for the votes of German-Americans for the Democratic

Party. In his effort to line up German-Americans in support of the Democratic nominee for the Presidency Mr. Lieb said, as his words are quoted in the Democratic campaign textbook:

"In fact the whole attitude of the United States Government in giving a clearance status to the *Deutschland*, in allowing it to deliver its merchandise, in allowing it to take away cargo part of which was a product of the soil of Canada, in giving its crew a cordial reception, as it would the subjects of any other foreign nation in a legitimate quest, is all a striking indication that the best of friendly relations exist between this country and Germany."

Thus on the eve of a war which the head of the Democratic Party knew was inevitable the Democratic campaign textbook, in order to secure the votes of German-Americans, boasted of friendly relations with the German Government—the Government which sank the *Lusitania* and which persisted in its ruthless warfare.

But for purposes of contrast it is not necessary to go back to 1916. During his campaign Candidate Cox declared himself in favor of self-determination for Ireland—a declaration on a purely foreign question with no possible purpose other than bidding for the vote in the United States which is more interested in Ireland than in America.

That the vote of that character is inconsiderably small was demonstrated by the miserable showing Mr. Cox made at the polls. The fact is that the Democratic candidate made the only appeals to the alien vote, and the failure of his effort is the highest tribute to the loyalty of Americans of foreign birth or ancestry. Naturalized aliens proved their loyalty to America by casting their votes for the man and the party that stood for Americanism without qualification, equivocation, or evasion.

Thus, in my opinion, ends the last delusive hope held and hugged by any Democrats that the country at the election November 2, 1920, did anything other than repudiate, if not everlastingly condemn, the party that has always floundered and failed when there was anything more to do than appoint Democrats to office, create deficits, and pile taxation upon the people.

When I was with you a year ago I recall that in connection with my speech I read a short paragraph expressive of the ennobling life of Lincoln which is unmatched in all history for its attributes of human rights. I now quote, in conclusion, a few words which give the conception of another great writer:

"When I study his spirit I am reminded of a sentence in Lowell's Essay on Dante: 'He was a window for the light of truth and the splendor of God to shine through.'"

Very respectfully,

BENJAMIN K. FOCHT.

SPEECH

OF

HON. HAROLD KNUTSON,

OF MINNESOTA,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, December 22, 1921.

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H. R. 15943) making appropriations for the support of the Army for the fiscal year ending June 30, 1922, and for other purposes.

Mr. KNUTSON. Mr. Chairman, I move to strike out the last word. I have a very high regard for the gentleman from Minnesota [Mr. Newton] who introduced this amendment. Representing, as he does, perhaps the greatest milling center in the world, he feels that the interests of his constituents demand the adoption of this amendment. But if this amendment is adopted you might just as well knock the whole bill in the head.

The chairman of the committee has stated that there are 72,000,000 bushels of wheat held in the terminal elevators at Fort William and Port Arthur awaiting an opportunity to be shipped into the country. It is safe to say that there is an additional 100,000,000 bushels, if not more, held by the farmers in Canada that could be brought into this country under the provisions of the gentleman's amendment.

The farmers of the Northwest are facing a critical condition. They are being obliged to sell wheat that cost them in the neighborhood of \$2 a bushel to produce for \$1.50 a bushel, and bankruptcy stares many of them in the face.

This bill seeks to put a sufficient duty on wheat to cover the difference in cost of production at the present market price. I hope that the amendment offered by the gentleman from Minnesota will be defeated, because if adopted we might just as well throw the whole bill overboard.

Mr. BANKHEAD. Will the gentleman yield?

Mr. KNUTSON. Yes.

Mr. BANKHEAD. Does it actually cost the Canadian farmer less to produce wheat across the border than it does the farmer in the United States?

Mr. KNUTSON. It costs a good deal less; they use machinery, while we raise most of our wheat by expensive hand labor. [Applause.]

Mr. Chairman, latest census figures disclose the startling information that the balance of population has within the past 10 years shifted from the country to the cities. No longer can it be said that the majority of the American people are owners and tillers of the soil. What is the reason for this movement from the country? To find the cause we have not far to seek. Farming is no longer profitable. To-day the American farmer is compelled to market his live stock and other farm products at from 50 to 60 per cent of cost of production. Since the war high wages and short hours have obtained in the industrial centers, and this, together with attractions not to be found in country life, has drawn thousands from the soil to the cities. No sane person can continue in any business or occupation that is unprofitable for any length of time. Neither is he able to compete on an equal footing with competitors who have advantages that he has not. What, then, can we do to make farming more attractive from a financial standpoint? Give the American farmer such protection as will enable him to compete with all the world, and, Mr. Chairman, that is just what this bill proposes to do. The duties carried in this measure will do more to revive prosperity in this country than any single thing Congress can do. It is a fact that has been demonstrated time and again without number that the prosperity of this Nation depends upon the welfare of those who till the soil. With the present rate of exchange between this country and Canada we must have a duty of at least 40 cents per bushel on wheat, 25 cents on potatoes, and a proportionate amount on other imports that enter directly into competition with our agricultural products.

This measure is far from perfect, Mr. Chairman. In my opinion several important items have been left out, such as frozen meats and dairy products, but it is the best we could get. When the regular tariff bill is brought up in the next session we hope to include these.

Army Appropriation Bill.

SPEECH

OF

HON. MARVIN JONES,
OF TEXAS,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, February 2, 1921.

Mr. JONES of Texas. Mr. Chairman, it is very gratifying to observe the progress of the recent campaign for international disarmament. Apparently all of the leading nations of the earth are beginning to realize the direction in which the mad race for military supremacy has been leading. This is not surprising; in fact, the surprising thing is that the leading men of the various nations did not realize this immediately after the war. Throughout the war we were told that this was a war to end wars. We were continually told that Germany's military training and abnormal preparation in the arts and implements of war had much to do in bringing on the fierce struggle which enveloped the world. But almost as soon as the armistice had been signed those in authority in the various nations began making plans for additional armament. The one thing which more than any other has had to do with the crystallization of public opinion on this matter has been the revelation of the astonishing percentage of gross disbursements which have been made for war, war preparation, and the result of war and the consequent weight of taxation that has been thrown upon the shoulders of the people as a result.

It is very interesting to study the cost of the various wars in which the United States has been engaged. According to reliable statistics the total national debt of the United States at the close of the Revolutionary War was \$170,000,000. It may be concluded, therefore, that the total expenditures of the Revolutionary War were something less than that amount. The esti-

ated costs of the other wars of the United States are as follows:

The War of 1812.....	\$120,000,000
The War with Mexico, 1846-1848.....	174,000,000
The Civil War, 1861-1865.....	3,500,000,000
The War with Spain, 1898.....	1,900,000,000
The World War, 1917-18.....	24,010,000,000

The \$24,010,000,000 cost of the World War does not include loans to the Allies and other activities.

It may be observed that the total expenditure of this Government during the World War has been almost \$38,000,000,000. Of this amount, more than \$9,000,000,000 were spent in loans to the Allies and something like four and one-half billion dollars were spent in additional activities of this Government. So that the net cost of the World War to the United States has been variously estimated at from \$22,000,000,000 to \$24,000,000,000.

The total cost of the World War to all nations has been variously estimated at from \$180,000,000,000 to \$240,000,000,000. Conservative estimates of the financial outlay seem to place it at about \$200,000,000,000. According to statistics gathered by the Carnegie Endowment for International Peace, during the first year the average daily cost of the war was \$123,000,000, and in 1918 the average daily cost had reached \$244,000,000, or \$10,000,000 per hour. Edgar Crammond, the English statistician, estimated the cost of the World War at \$210,000,000,000, and the indirect cost at a very large sum. When there is included in the cost of the war the economic loss of human life, the property losses, the loss of production, the war relief and losses to neutrals, there is an additional amount of about \$151,612,512,560, according to the Carnegie Endowment. This would swell the total cost of the war to \$350,000,000,000, which, of course, does not take into consideration the pain and suffering which can not be measured in dollars.

Dr. Edgar B. Rosa, chief physicist of the Bureau of Standards, has compiled some very interesting statistics with reference to the expenditures in this country. Taking the appropriations for the fiscal year ending June 30, 1920, he found that the appropriations in this country amounted to \$5,686,005,706, divided as follows:

I. Obligations arising as a result of the World War, including pensions and unpaid interest on the public debt arising out of previous wars.....	\$3,885,482,586
II. War and Navy Departments.....	1,424,138,677
III. Primary governmental functions.....	181,087,225
IV. Public works.....	168,203,557
V. Research, educational, and development.....	57,093,661
Total.....	5,686,005,706

It will be noted that the first two groups, which are purely war expenditures, amounted, in 1920, to about 92.8 per cent of the total expenditures.

For the four years 1914 to 1918 the armament and military expenditures of this country has cost each man, woman, and child \$130.32, which does not include the \$24,000,000,000 spent for the World War. In normal peace time it was \$4.70 per person. But even in normal peace time two-thirds of the cost of running the United States Government has been spent for war or its effects.

Now, if the estimates submitted by the Secretary of War and the Secretary of the Navy were appropriated, this country would continue for years to expend more than 90 per cent of its total outlay for war and its results. In fact, Dr. Rosa has demonstrated that the amount which the people of the United States spend for cigars and tobacco each year would pay all of the expenses of the Government, but for wars and preparation for wars.

In view of these facts, is it any wonder that the people of the world are crying for a reduction in armament? I do not see how any sane person can argue against an international agreement to disarm. It is important, therefore, just at this time, that this country take no step which would interfere with the efforts to secure disarmament. For this reason I believe this country should reduce its military appropriations to the lowest possible amount consistent with national protection. If any nation on the face of the earth is in a position from an economic point of view, from a military point of view, or from the standpoint of prestige to set an example, it is the United States of America.

In 1914, prior to the World War, the peace-time strength of Germany's standing army was 870,000 men, and she had a reserve force of 5,000,000 trained men. The standing army of France was 783,000 men; of Russia, 1,500,000; of Austria, 435,000; of Italy, 306,000; Great Britain, 262,000; Turkey, 230,000.

I have always observed that a pistol "toting" man would sooner or later get into a fight. Evidently that applies to nations. Let us compare the South American Republics. They have

practically no peace-time military strength, and they have not had any wars to amount to anything for many years. In 1914 Argentina had a peace-time army of 18,000; Chile, 19,000; Peru, 6,000; Venezuela, 9,000; Bolivia, 3,000; Colombia, 5,000; while in Europe even little Bulgaria had a peace-time army of 65,700.

During the last hundred years Europe has had more than 30 wars, and during the same period no wars of any consequence have occurred in South America. Europe has had these vast armies and the South American countries have lived in peace. They have had small armies. Moreover, at the time mentioned the European nations had universal military training and service; while none of the South American countries, with the exception of Argentina, had military training and even that training did not include universal service. If we are to have military establishments with the equipment bristling over the face of the whole earth, we are going to have war. If we arm ourselves as though for an immediate fight and have a great standing army, the other nations of the earth in due course of self-defense will arm themselves. If the big nations arm, of course the smaller ones must necessarily do so. The United States Government is now in the most favorable position of any country in the world to say, "We will set the example and let you follow."

It takes a great cataclysm to arouse the people to the horrors and brutalities of war. Immediately after a war has been finished, while the great expense is bearing down upon the people, while the memories of our sufferings and losses, and the death of loved ones and the other bitter experiences are fresh in our mind is the time to act. A few years after a war has passed the hardships grow dim and the heroic memories grow brighter in the minds of men. Therefore, the time for the world to have a disarmament agreement and the time for a great Nation to set the example is immediately following a struggle of this kind. There were 10,000,000 men who lost their lives in the World War. There were expenditures, the effect of which the human mind can not grasp. There has been pain and suffering and loss that language can not describe. This war has cost seas of blood, broken hearts, and billions of treasure; and you and I will not live to see its debts paid.

Is death the end of all this struggle? Is destruction to be the paramount purpose of mankind? Are the engines of desolation to continue to call for the major activities of man? If so, there is no bow on life's dark cloud, and no star of hope in the firmament of the future. If through this storm of battle we do not walk into the valley of peace, then our efforts were in vain, our sacrifices have come to naught, and the millions who lie buried in France are doomed to the sleep of despair.

There is no royal road to peace through a lane of bristling bayonets, along which great armies may march in regal splendor to the tunes of martial music. All of this must be discarded for the great work that has been left at our feet—remembered, mayhap, in folklore and story, but only as history and absorbed by the greater problems that face us to-day, in which ears are attuned to a new style of music. There are crises in every individual's life—there are crises in every nation's life, when standing at the parting and divergent ways a choice is offered. May America choose the way to the finer fields where the flowers of hope are in bloom, where the fruits of happiness are to be found, and where peace is the birthright of all.

Eulogy on Former Speaker Champ Clark.

EXTENSION OF REMARKS

BY

HON. WILLIAM L. NELSON,
OF MISSOURI,

IN THE HOUSE OF REPRESENTATIVES,

Thursday, March 3, 1921.

Mr. NELSON. Mr. Speaker, yesterday, within sight and sound of the National Capitol, where, for more than a quarter century he had served with credit to his country, served with unflinching fidelity and marked distinction, CHAMP CLARK, Representative in Congress, former Speaker, and eight years ago the choice of a majority of the delegates of his party for President of the United States, passed away. The end came as I know he willed; came when his comrades across the street were busy at work. A kindly Providence had seen to it that the commission which the people of his district had denied him should not be taken from him. In his last delirium he mut-

tered, "The question is on the adoption of the conference report"—words which, even then, were being uttered in the House Chamber. Then, with a greater commission, he presented his credentials to a higher Congress.

To-morrow from a specially constructed platform on the east front of the National Capitol Warren G. Harding, choice of the people for the presidency, will be proclaimed Chief Executive of the Nation. On this inauguration day bands will play, but the great man and honored Missourian, who once had the presidency almost within his grasp, will hear them not. All over the Capital City flags will fly, but not all will float high upon their staffs. Over the House Office Building the flags are at half-mast, and amid the brilliant colors there is, in one lonely spot, a bit of *crêpe*. Such are the tragedies, the trials, and the triumphs of politics.

Displayed on the streets are immense colored lithographs of President-elect Harding. Here in the Capitol, there hangs on the wall a life-size picture. It is half-covered by a memorial wreath. Heavy black drapes the gold frame. I read the simple inscription: "Hon. CHAMP CLARK, of Missouri, Speaker of the House of Representatives in the 62d, 63d, 64th, and 65th Congresses."

The story of CHAMP CLARK's life is familiar to many. Born in a log cabin in Kentucky March 7, 1850, his body will be laid to rest at the old home in Bowling Green, Mo., on the seventy-first anniversary of his birth. His early life did not differ greatly from that of many other men. He taught country school, edited a newspaper, was for a short time college president, and later took up the practice of law. In 1888 he was elected to the Missouri State Legislature. After serving one term, he decided to run for Congress from his home district. In the preliminary campaign he made many friends, and in 1892 was elected to the Fifty-third Congress. He served continuously until defeated in the landslide of 1894. In 1896 he came back, stronger than ever before. For eight years he was Speaker of the House, and no fairer man ever wielded the gavel. Outspoken, yet kindly and considerate, he had the respect of every colleague, whether Democrat or Republican.

In November of last year, when the Republican landslide swept over Missouri, ex-Speaker CLARK was defeated, his district, which had so long honored itself by honoring him, giving its vote to another.

Did CHAMP CLARK die of a broken heart? Since the end came, only a little while ago, I have heard this question asked, and many have expressed the belief that it was so. Great must have been his disappointment when, eight years ago, he failed to receive the presidential nomination. Happy am I, though to testify to the fact that since I have been in Congress I have more than once heard that voice, now stilled, plead for support of President Wilson. About a year ago there came into Mr. CLARK's life a great personal sorrow. Day after day he anxiously received news from the bedside of a little grandson, his namesake. The end came, and I saw the great man bowed in grief. Baltimore may have had its disappointments for Mr. CLARK, but the death of this little child was his Gethsemane.

Again, as proof of the saying, "On those whom the gods love they lavish infinite joys and infinite sorrows," there came to Mr. CLARK the political defeat of last fall. Had the people whom he had served so long and so well forgotten him? Surely to him it must have seemed so.

The time when he must take leave of his comrades, with some of whom he had served so long, drew near. I imagine that this man, in whose heart was great love, must have been deeply touched at the thought of leaving his old associates, of quitting Congress, of going back to private life. He did not know that an all-wise Providence, which shapes our ends, was to spare him the pain of leave-taking.

Day after to-morrow all the members of the Missouri delegation, of which he was the dean and to each of whom he was dear, together with many other Members of Congress, will accompany the body back to the old home for burial. It is such an end for which one so long in service might well have wished. For CHAMP CLARK there was no retirement. Instead, there was reserved for him rest.

I am glad that it was my good fortune to know intimately and well this great man, great Missourian, and great American. Many times while we were together in Congress he came and sat by my side and, in reminiscent mood, talked of public events and public men, often speaking in an intensely personal way. I came early to think of Mr. CLARK as more than a colleague. He was a counselor, always safe, always sane, and always sure. I relied upon his judgment. He knew measures and men. Hypocrisy he hated. He was as fearless as he was fair. Uncompromising when matters of principle were

concerned, he always conceded to the opposition the right to hold a different opinion.

It chanced that on the last visit ex-Speaker CLARK made downtown, I returned with him. On reaching the top of Capitol Hill I went over to the House Chamber. Mr. CLARK turned to the right and went to Congress Hall, where for years he had lived. Little did I dream, as I watched him pass across the street to his Washington home, that ere we met again he should have passed across the river to his heavenly home. But God willed it so, and in this gala week in Washington struck off the shackles of the soul.

To ex-Speaker CLARK, peace. For the people, pity.

SPEECH

OF

HON. TOM CONNALLY,

OF TEXAS,

IN THE HOUSE OF REPRESENTATIVES,

Thursday, January 29, 1921.

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H. R. 15872) making appropriations for the Diplomatic and Consular Service for the fiscal year ending June 30, 1922, and for other purposes.

Mr. CONNALLY. Mr. Chairman, when the Diplomatic and Consular appropriation bill was before the House a year ago, in January, 1920, I offered an amendment to the bill providing that the fees for passports and visés, which theretofore had been \$1 and \$2, respectively, should be increased to \$5 each. The gentlemen on the Republican side of the House, who were in control of the bill, made a point of order against the item and prevented its adoption. When the bill reached the Senate the matter was called to its attention and the Senate put the item in the bill and raised to \$10 the fees for visés and the fees for passports to \$9. I pleaded with gentlemen on the Republican side of the House at that time to raise the fees and predicted it would bring a large sum into the Treasury. That prediction has been justified and the increase has brought into the Treasury of the United States millions of dollars.

The attention of gentlemen on the Republican side of the House is called to the fact that by the increase revenue has been produced sufficient, when it is added to the other fees collected by the Department of State, to make the department self-sustaining. These receipts from passports and visés have even made it possible for the revenues of the Consular and Diplomatic Service to exceed, according to the latest information, the total expense of maintaining our foreign service.

Mr. HASTINGS. Including the expenses of the State Department in the city of Washington.

Mr. CONNALLY. Including, as suggested by the gentleman from Oklahoma, even the expenses of the Department of State here in the city of Washington.

Mr. Chairman, I have thought it proper to call the attention of the country and the Congress to the fine results that have been accomplished by the increase of fees which I urged upon Congress last year. The increase became effective on July 1, 1920. The records of the Department of State disclose that for the six months from July 1 to December 31, 1920, for passports for persons leaving the United States there was collected the sum of \$517,719. Had the former rates of \$1 been charged only the sum of \$57,746 would have been collected. The increase brought into the Treasury \$459,973 on passports alone.

Under the passport control bill now in force aliens coming to the United States must possess passports viséed by consular officers of the United States. From July 1, 1920, to December 31, 1920, aliens, including immigrants and nonimmigrants, numbered 549,790, according to a table prepared by the immigration officials and appearing in the hearings held by the Committee on Immigration. Under the law a visé fee of \$10 was collected by the Government on each passport. The sum of \$5,497,900 was realized. If the former rates of \$2 had been charged only the sum of \$1,099,580 would have been collected. In increased fees the sum of \$4,398,320 was collected more than would have been received under the former practice. It will thus be seen that a net revenue on passports and visés of \$4,858,293 over and above what would have been received under the former law was brought into the Treasury of the United States in the six months from July 1, 1920, to December 31, 1920. Later figures are not available.

Gentlemen of the House, this Congress should exert every effort to reduce public expenditures and lessen the burdens of government. While economy should always be practiced, the

disastrous drop in the products of the farm and the depression that exists in business circles should compel this Republican Congress to adopt economy and frugality in the conduct of the public business. In urging the Congress to raise passport and visé fees, I believed that a large sum could be thus secured which otherwise would have been taken from the taxpayers. Nearly \$5,000,000 saved to the Government in six months means that nearly \$5,000,000 have been saved to the people who pay the taxes.

Mr. WALSH. Will the gentleman yield?

Mr. CONNALLY. Yes.

Mr. WALSH. If the measure which passed the House some weeks ago restricting immigration becomes a law, we shall lose a large part of that revenue, shall we not?

Mr. CONNALLY. Of course, in so far as immigration is restricted, it will decrease some of that revenue.

Mr. WALSH. And we will not need the appropriation?

Mr. CONNALLY. It will not destroy it wholly, for the reason that the State Department, in exercising passport control, does not pass upon the question of the admissibility of the alien according to the rules in the immigration laws, but simply passes on questions of citizenship and good faith, and things of that kind, and does not preclude the alien from coming to the United States and finally passing the test at the immigration station. So it is conceivable that a great many fees will be collected for the issuance of passports to aliens who, when they arrive in the United States, may not be admitted.

Mr. WALSH. But certainly an alien would not go to the representative of the State Department abroad and get a passport when he knew that the laws of the United States prohibited him from entering. He would not pay the money merely in order to obtain the autograph of the official.

The CHAIRMAN. The time of the gentleman has expired.

Mr. WALSH. I ask unanimous consent that the time of the gentleman from Texas be extended two minutes. I have taken some of his time.

The CHAIRMAN. The gentleman from Massachusetts asks unanimous consent that the time of the gentleman from Texas be extended two minutes. Is there objection?

There was no objection.

Mr. CONNALLY. I will say to the gentleman from Massachusetts that even under the immigration suspension bill passed by the House there were so many liberal exceptions that there is very little likelihood of immigration being stopped.

Mr. WALSH. People may come over for curiosity.

Mr. CONNALLY. As I remember, the law which passed the House permitted brothers, sisters, uncles, aunts, and perhaps other relatives of any citizen of the United States, residing in a foreign country, to be admitted under the immigration law. The gentleman will recall that.

Mr. WALSH. I do, and I recall also that curiosity seekers were allowed to wander around here for six months.

Mr. CONNALLY. Curiosity seekers and students and almost anybody who wanted to come.

Memorial Exercises for Hon. Champ Clark.

EXTENSION OF REMARKS

OF

HON. WILLIAM N. VAILE,

OF COLORADO,

IN THE HOUSE OF REPRESENTATIVES,

Friday, March 3, 1921.

Mr. VAILE. Mr. Speaker, I am sorry that I could not have said this instead of writing it. It is the sort of thing which I believe should be spoken rather than written. But I realize that the high honor of speaking on the floor of the House in commemoration of our beloved ex-Speaker should be granted first to those who were so fortunate as to have served with him longer than I.

If I had been accorded the opportunity of speaking I should have told of our friend's courtesy and consideration toward me as a new Member; of how, the first day I came here, I rambled by mistake into the Democratic cloakroom and how he kept me there for half an hour after I had discovered my error, with the suggestion that I was not intruding and that he wanted to talk to me; of how, later, when it became necessary for me to take up a matter with him in his capacity as minority leader he not only assured me of his cooperation but offered

many helpful suggestions. But doubtless many Members on both sides of this Chamber were drawn to him by similar experiences.

So I now desire merely to share as well as I can with the few who will read this printed page a little glimpse which I had of the man's great, tender heart.

About a year and a half ago my wife and I and our baby boy and a little girl who lives with us sat at a table in the hotel dining room not far from the table occupied by Mr. and Mrs. Clark. A little child in a hotel gets into some bad habits because he makes so many friends in such a place. Ours would run away at any opportunity to go visiting. He always had the privileges of the floor and unlimited time with the ex-Speaker. We would look around for him and see him standing with his chin about level with the big man's high knee engaged in very interesting and confidential discussion.

Mr. CLARK got into the habit of pausing for a few seconds at our table to speak to the baby. Often he would give him something to play with, a bright new penny, perhaps, or a pecan nut. He seemed to always have a supply of pecans in his pocket. I believe he was accustomed to crack them with his strong white teeth. Once or twice he gave the child a flower from his button-hole. He would ask the baby how he was and the baby would always answer, very quickly, "Fine."

There came a time when for a number of days Mr. CLARK did not stop at our table, but went by, sad and preoccupied. Then, later, he stopped just once more. He stood for a moment gently twisting a lock of the baby's red hair. Then he put out his big forefinger and the child seized it and said "Fine" in answer to the expected question, before a word had been spoken. We could see Mr. CLARK's chin twitch. He wanted to speak, but could not. The lumps were rising in our own throats, for it was the first time he had been in the dining room since the death of his own bright and beautiful little grandson, about the same age as our child. He suddenly pulled his finger from the baby's grasp and hurried away without a word.

We knew that the great man, the kindly gentleman, had stopped to bless our little lad with the hope that he might live long and prosper. Perhaps also he had thought to soothe his own grief and yearning for a moment by the touch of this child's hand.

Afterwards, when that little boy was at death's door for two weeks, Mr. CLARK spoke to me once or twice with a word of encouragement, but generally he would just look at me quite closely when he saw me here on the floor. One day he must have overheard me say to some one that the boy was getting well, for he patted me twice on the shoulder and passed on without saying anything. Perhaps he could not trust himself to speak.

I lost a friend yesterday. But I have lived long enough to lose many friends. What is much worse is that my little boy has lost a friend. So has every American boy.

SPEECH OF HON. TOM CONNALLY, OF TEXAS,

IN THE HOUSE OF REPRESENTATIVES,
Thursday, February 10, 1921.

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H. R. 15975) making appropriations for the naval service for the fiscal year ending June 30, 1922, and for other purposes.

Mr. CONNALLY. Mr. Chairman and gentlemen of the committee, the remarks of the gentleman from Iowa [Mr. GREEN] on the general question of the Naval Establishment raised questions of large import and interest. I am not a member of the Committee on Naval Affairs nor of the Committee on Appropriations, but I am intensely interested in the subject of the Navy as well as the Army. The Committee on Foreign Affairs, of which I am a member, has for some time been considering a resolution introduced by the gentleman from Illinois [Mr. Brooks] proposing the calling of an international conference of the powers to discuss disarmament.

Members will recall that the naval appropriation act of 1916 contained what is known as the Hensley amendment. The Hensley amendment authorized the President of the United States to call an international conference upon the subject of disarmament. The continuation of the European war and the ultimate entrance of the United States into the struggle rendered the calling of such conference impracticable. In the

negotiations which eventuated in the treaty of Versailles, the President of the United States, I am sure, felt that he was availing himself of the authority of the Congress when he undertook to secure the adoption of the League of Nations. The League of Nations comprehended, however, a jurisdiction much wider than the subject of disarmament. The presidential election of 1920, it is contended by many Republicans, evidenced that the people of the United States are opposed to the League of Nations. Even though that be true, it does not follow that the election affords proof that the people of the United States desire that America shall continue in the competition of building battleships and maintaining a great Military Establishment if some way can be found to limit armaments. Safety, perhaps, points out no other course that lies before us unless we can enlist the cooperation of the other great countries of the world. I submit to the Congress that if there ever was a period in the world's annals so inviting as this, if there ever was an opportunity more promising than the present in which to call the nations of the world into conference to provide for disarmament, history fails to record that example. In a statement recently prepared by the Bureau of Efficiency a relative comparison was made of various amounts of money annually appropriated by the United States for the maintenance of the Army and Navy and for the discharge of obligations arising directly out of this war and previous wars, as compared with the ordinary expenses of the Government for maintaining the civil establishment.

I invite your attention to that statement because it is surprising—it is absolutely staggering. Consideration is given to the interest on the war debt, the amount set aside for sinking fund of the war debt, the various amounts of money appropriated to care for the maimed and the wounded, and compensation for soldiers of this war and pensions of previous wars. When all of those amounts are added together they seem like a mountain as compared with the ordinary expenditures of the Government. For the fiscal year 1921 the sum of \$418,232,382 was appropriated for the maintenance of the Army. The deficiency bill passed by the House to-day carries \$48,000,000 more. The naval appropriations provided for \$437,724,580, and the deficiency carried to-day, according to the gentleman from Tennessee, is \$61,000,000 more, so that we have a total for 1921 for the Army and Navy of \$855,956,962, if my addition is correct, to which have been added in deficiencies \$109,000,000, aggregating over \$964,956,962 for the maintenance of the Army and Navy. For 1922 the appropriations perhaps are a little less than they were for 1921.

According to the statement by the Bureau of Efficiency, for the fiscal year 1921 the total appropriations by the United States Government for general civil purposes, exclusive of the Postal Service, which is practically self-sustaining, were \$481,744,726. It must be borne in mind that this sum provides only for the normal activities of the Government other than the services already mentioned.

If there should be taken into account the annual expenditures of the sum of \$293,168,400, including compensation, rehabilitation, hospital treatment, and so forth, for the veterans of the World War, \$279,150,000 for pensions on account of military service prior to the war of 1914, \$980,000,000 to cover the interest on the public debt incurred during the World War, and \$260,800,000 for the amortization or sinking fund of the public debt, \$1,813,118,400 of the annual expenditures of 1921 would appear to be the direct result of wars in which the United States has heretofore been engaged. Those wars have come and gone and have left upon us the patriotic duty to discharge the obligations which they imposed—the obligation to care for the maimed, the wounded, the sick, the helpless, and all who served and suffered, and to pay the debt which was incurred. This is a charge which we neither desire to nor can avoid. If, however, we totally disregard all expenditures on behalf of past wars and address ourselves purely to the present and the future, it will be seen that the Federal Government is annually expending for its Army and Navy the sum of \$964,956,962, as against the much smaller sum of \$481,744,726 to maintain all civil functions of the Government other than the Army and the Navy, excepting the Postal Service.

The attention of the committee is invited to a recent article in the Literary Digest containing quotations from many eminent soldiers and statesmen of various countries on the subject of disarmament. Gen. Bliss, who was the military representative of the United States on the supreme war council and commissioner plenipotentiary on the American peace commission, states:

Disarmament is the only means of preserving the world from bankruptcy and civilization from ruin.

The French statesman, Baron d'Estournelles de Constant, chairman of the air commission of the French Senate, states:

The piling up of armaments is causing general bankruptcy, anarchy, and perpetual and universal war. If Governments, after the lesson of the war, do not agree simultaneously to limit their armaments, they commit suicide.

Lord Northcliffe says:

Why should the nations waste thousands of millions on probably useless battleships, about the future utility of which the best experts are now violently divided.

Japan:

It is foolish, and it is tragic, to think of the big States of Great Britain, the United States, and Japan competing in a race for armament—

exclaims Baron Hayashi, Japanese ambassador to Great Britain. And he adds:

Japan can not afford it.

And yet, Mr. Chairman and gentlemen of the committee, the New York World carries the statement that the Great Britain naval budget provides for the expenditure of \$400,000,000, and that of Japan for \$150,000,000 more. Dr. Dernberg, a German who has witnessed the terrible retribution that devotion to ideals of militarism has visited upon his country, makes this statement:

The lowest cost of maintaining the armed establishments of the world to-day is between seven and eight billion gold dollars.

The Navy League, though it is regarded by many as radical in its advocacy of preparedness and the maintenance of armaments, in a recent statement said:

The United States is better able, financially speaking, to enter a race of naval armaments than Great Britain or Japan, but the United States can not afford to do it without inviting the same bankruptcy that more gravely threatens the other powers under the strain of naval rivalry.

The New York World, one of the greatest of newspapers, has this to say:

The United States is spending more money to-day on preparations for future wars than any other country in the world, and it is useless to talk about economy in the administration of the Federal Government if this wanton waste is to continue at the expense not only of American labor and capital, but at the expense of the labor and capital of all civilization.

Gen. Pershing, by training and service a professional soldier, and who by his experience in France and association with the military authorities of the world is eminently qualified to render an opinion that should appeal to the judgment and sympathy of all men, at a recent dinner in New York said:

It is a gloomy commentary upon world conditions that expenditures several times greater than ever before in peace times should be considered necessary, especially when the most rigid economy in governmental administration is essential if we would avoid national bankruptcy.

But we are only one of the many nations that contemplate taking upon themselves such an enormous burden in addition to their tremendous war debts.

The world does not seem to learn from experience. It would appear that the lessons of the past six years should be enough to convince everybody of the danger of nations striding up and down the earth armed to the teeth. But no one nation can reduce armaments unless all do.

Ours is not an aggressive Nation. We want no territory, and we have no designs on other people. If other nations have the same attitude, it seems unreasonable not to believe that all would be willing to prove it by consenting to limit armaments. Unless some such move be made, we may well ask ourselves whether civilization does not really reach a point where it begins to destroy itself, and whether we are thus doomed to go headlong down through destructive war to darkness and barbarism.

Secretary Daniels, who has guided the affairs of the Navy with distinguished ability and silenced his most bitter critics, on January 11, 1921, before the House Committee on Naval Affairs, testified:

Secretary DANIELS. With reference to the naval program of the United States, there are just two courses, and only two, open:

1. To secure an international agreement with all, or practically all, the nations, which will guarantee an end of competition in Navy building, reduce the national burden, and lead in the movement to secure and buttress world peace.

2. To hold aloof from agreement or association with the other nations as to the size of armament. This will require us to build a Navy strong enough and powerful enough to be able on our own account to protect Americans and American shipping, defend American policies in the distant possessions as well as at home, and, by the presence of sea power, to command the respect and fear of the world.

There is, of course, the third alternative of being content with a small Navy in a world of big navies, exposed to certain destruction in case of war with a great power or powers. I dismiss that alternative without discussion because it is a waste of money to spend money on an agency of war which would be helpless if needed. Whatever else the American people may approve, they will not approve such an ineffective policy. Equality with the greatest or an international agreement alone can be seriously considered.

Of the only two plans for consideration I am here to press the first. The hour had arrived before the World War for international agreement if the statesmanship of the world had been equal to the opportunity. An international conference to end competitive navy construction was proposed by me in my first annual report in December, 1913, and proposed in every successive report and in every hearing before the Naval Affairs Committee for nearly eight years.

Walter H. Long, M. P., first lord of the British Admiralty, is quoted as having sent the following cablegram to the New York World:

In my speech on the estimates in the House of Commons this year I expressed the hope that any competition of the future would be in reduction, not in increase of armaments. My board and the Government showed their sincerity by bringing forward no building program. We even did not finish the ships then and now under construction.

We have held the control of the seas to the advantage of the world and to the securing of peace for over 300 years. We are an island power, entirely dependent upon the outside world for our supplies of all kinds; we must have a navy capable of maintaining our ocean highways. We have had different standards; our strength was at one time superior to the three next strongest powers; then to the two; now all that we are suggesting is that our strength be equal to the next power. Is not this proof of our desire for general reductions of armaments?

Our naval strength is now second only to that of Great Britain. If the words of the British first lord of the Admiralty reflected the sentiment of Great Britain, that nation is willing that our naval strength shall be equal to hers. If the United States and Great Britain each should be content with a naval strength equal to that of the other, there could and would be an end of competition in the building of great fleets. Some agency should be set up through which an agreement could be secured.

Mr. Chairman and gentlemen of the committee, with such a world condition and standing amidst the wreck and ruin of the World War, if to maintain armies and maintain navies we are to lay upon the people such a staggering load of taxation and other nations enter the race in which each strives to build the greatest navy, only one result can come, and that is either the people will be crushed to powder by the load of taxation or as surely as "the night follows the day" some day there will come another conflagration greater and more terrible than the one from which we have just emerged. [Applause.]

The CHAIRMAN. The time of the gentleman has expired.

Good Roads.

SPEECH

OF

HON. HUBERT D. STEPHENS,

OF MISSISSIPPI,

IN THE HOUSE OF REPRESENTATIVES,

Monday, February 7, 1921.

Mr. STEPHENS of Mississippi. Mr. Speaker, it requires no argument to prove the value of good roads. That is a matter of common knowledge and agreement. This House has from time to time voted money to build good roads and has adopted that policy. I want to say that even the gentleman from New York [Mr. DUNN] suggested that he does not question the value and importance of good roads, but he bases his argument against the bill upon the proposition that there is no necessity for the money being appropriated at this time. He states that there are over \$100,000,000 available now. If the gentleman had been present when the committee met and had heard the State highway commissioners when they appeared before that committee, he would have known the fact to be that it was stated—and it is unquestionably true—that a larger percentage of this money has already been made available by reason of contracts having been made than he names; and further that before 12 months shall have expired the major portion, indeed almost all of this money, will have been put under contract. The reason why it is so important to have the bill pass now is because the legislatures in a majority of the States of the Union are in session, and it is absolutely necessary to let those legislatures know what they may expect from the Federal Government in order that provision may be made to carry on the work of good roads. If this is not done the work will be held up, the working organizations will be disorganized and disrupted, and serious injury will result from want of action on our part.

Mr. MCARTHUR. Mr. Speaker, will the gentleman yield?

Mr. STEPHENS of Mississippi. Yes.

Mr. MCARTHUR. Is it not true that a number of States have authorized their legislatures to float bond issues, provided the Federal Government comes in with its quota of money for this road improvement, and now that these legislatures are in session, it is of the utmost importance to the good-roads movement that this be passed now, so that the legislatures will know how to govern themselves; and that

If we adjourn, without passing this bill, it will be too late in a great many instances for the States to take action; and very few of the governors are willing to call the legislatures into special session for that purpose?

Mr. STEPHENS of Mississippi. That is true; and that is the point I was trying to get to.

Mr. HUSTED. Mr. Speaker, will the gentleman yield?

Mr. STEPHENS of Mississippi. Yes.

Mr. HUSTED. Is it not true that there is enough money on hand now available for this purpose, together with the moneys which will have to be contributed by the States, to do all the work that can be done profitably and desirably within the next two years?

Mr. STEPHENS of Mississippi. That is not true. I answer the gentleman that it is not true, and I base that statement upon the statements that were made by the various highway commissioners and by the director of roads, or by the gentleman who came from his office, when he appeared before our committee at the hearing. This money can not be expended unless the States provide funds to meet their proportionate share of the cost. The States can not know what they will be required to do until Congress acts, therefore it is extremely important to pass this bill, unless we are ready to abandon the policy of road building. The country does not want that course taken and would not stand for it.

The gentleman from New York [Mr. DUNN] says that there is money on hand and that this money can not be expended. We say that there is not sufficient money on hand, but that it can be expended and is actually needed; but if we are wrong about that, if the money can not be expended, what evil results to the Nation would come by making this appropriation if the money shall remain in the Treasury unexpended, as he says will be the case?

Mr. SNYDER. Mr. Speaker, will the gentleman yield?

Mr. STEPHENS of Mississippi. I have not the time to yield now. I yield one minute of my time to the gentleman from Louisiana [Mr. ASWELL].

SPEECH

OF

HON. EDWARD C. LITTLE,
OF KANSAS,

IN THE HOUSE OF REPRESENTATIVES,

Monday, December 20, 1920.

The House had under consideration the bill (H. R. 9389) to consolidate, codify, and reenact the general and permanent laws of the United States in force March 4, 1919, and for other purposes.

Mr. LITTLE. Mr. Speaker, 47 years ago last week the only other bill of this kind was brought before the House. That bill was so extensive it was found impossible to even attempt to read it. This bill is three times as long as the former one. To read this bill in full, if there were no interruptions, would take over two months of the time of this House. It was decided when the other bill was before the House that the reading of it would be of no value to the House, because there was so much of it that nobody could get a general idea of it all, and they simply were compelled to take it on trust. In the Senate of the United States not a line of it was read, and the great lawyers in that body, like Conkling and Carpenter, said that there was so great a necessity for it that it was well to take it on trust and to have some basis from which to start. There is now three times as much law as there was then. When the bill was first in mind the chairman of the Revision Committee wrote the United States judges and attorneys. He received replies from many and published them. Fifty-six of those replies were placed before the House in the RECORD which was published December 18, and in the report of this committee, which is unanimous. Every one of those replies directed attention to the fact that it was impossible to find out what the Federal laws now are with any absolute certainty, and many of them said it was an absolute necessity to the successful enforcement of justice under the law that there should be such a code as this established.

MAKING A CODE.

The present committee, of course, began the work with many advantages which our predecessors in 1873 and 1874 had not possessed. The West and Thompson Companies, each independently, have published annotated compilations of the Federal laws, a dozen great volumes from each firm. The West Publishing Co. in its Compact Statutes published a compilation in one volume, and were glad to place it at the disposal of the codifier.

The bulk of mere compilation was thus completed before we really began, and the annotations afforded the committee immediate access to the results of years of careful research. It would be quite impossible for Congress to find and employ as good a force as those houses have gradually for years assembled, and we had the benefits of their labor at the very beginning, reinforced by the Barnes Federal Code, a compilation like West's Compact Statutes. No "experts" Congress could employ would do any better. To have endeavored to do their work over again would have been useless and a waste of money.

At first we endeavored to vie with them; we would select a given subject, run it down in the Revised Statutes and the Statutes at Large, transcribe all of it, and utilize it as our copy for the printer. As we did so, however, we compared it carefully with West, Thompson, and Barnes, presently ascertaining that when all three of them agreed it was reasonably certain that their compilations were accurate on that particular point. Accordingly we adopted the policy of clipping the sections from West's Compiled Compact Statutes, pasting each on a sheet, and sending them to our own revisers as the beginning of the copy. The Revised Statutes and the Statutes at Large, of course, formed the basis of the work, and comparison with them determined the correctness of the sections thus prepared. We discovered sections wholly omitted from all the private publications and from the Legislative Reference Bureau Index. We found in the private publications many sections that are no longer the law, and greatly encumber and confuse. It was the duty of our revisers to prepare all these section sheets as the copy for the chairman's examination, comparing the section sent them with West, Thompson, and Barnes, and sometimes with Thompson and Barnes and Flood and Pierce, by which they were greatly assisted in reaching conclusions. Comparison with the Annotated Statutes was of very material assistance to the revisers and the codifier.

Some years ago there was established an index system on Federal statutes for the Legislative Reference Bureau in the Congressional Library which has been maintained. It gives each act of Congress, and underneath it on this card reference to all the amendments to it. To this Legislative Reference Bureau we can always go and secure information on any act as to what had been done in the way of changing it. When the sections on the Army, for example, came from the codifier and from the printer they were referred to the Legislative Reference Bureau in the Congressional Library for examination to ascertain whether any amendments had been overlooked. This Legislative Reference Bureau is at present the most complete and most accurate source of what is the immediate and available authority as to the Federal law. That index system in the Library has been of great aid to this committee and its chairman. There is no publishing house in the United States that equals this bureau in this particular thing. To talk of employing alleged experts to complete this would be absurd and a silly expenditure of money to give somebody a job, who would be compelled to learn his business before he could begin to be useful. You will see that with West's and Thompson's Compilations and Annotations, and with the Legislative Reference Bureau in the Library's index system, the committee had in hand assistance so much superior to anything to be found elsewhere in the United States that if we had had nothing else at hand we were much better prepared than were our predecessors of years ago. The chairman of this committee realized there was such a bureau and such private publications and reached the conclusion that with their assistance the work would not be impossible and could be accomplished without a big expense.

The House authorizes a small salary for a reviser, as it has done for 50 years. Adding to this the salary for a clerk for the committee, the chairman began employing revisers with this \$6,000 a year. Subsequently the House gave the committee \$9,000 for the same purpose. The chairman was able to secure the assistance of college law professors and law writers by arranging to have the use of their spare time, thus having the help of very able, scholarly men. One gentleman was one of the editors of "The Cyc," a law writer of many valuable textbooks, a professor of law at the Kansas University for many years; a second was a law professor at Kansas University and a law writer; another was a lecturer on law at Johns Hopkins University and a writer of standing; another had been employed for years by this Committee on the Revision of Laws as reviser, had participated in the drawing up of the Judicial Code which became a law, and had been a member of the last commission appointed by the President to revise the statutes which reported to the committee a complete Revised Statutes some fifteen years ago. Others of similar scholarly legal acquirements participated. The corps of advisers employed by your committee included William L. Burdick, LL. D., J. Wallace

Bryan, John L. Lott, W. H. Humble, M. J. Keys, G. K. Richardson, W. T. Hammack, William B. Trembley, Olive M. Jack, W. S. Torbert, and Uriah Barnes, Mr. Trembley being also clerk of the committee.

When the reviser had gone over the sections and returned them, and generally a second reviser had gone through them and approved them, after examination and approval by the chairman of the committee, the copy was sent to the printer and came back in galley forms. A galley was furnished to the Legal Reference Bureau in the Library, another to a still further reviser, and another to the bureau or department most identified with it whenever the assistance of that bureau or department could be secured. When these suggestions came back and the chairman had again examined, corrected, and approved the proofs, these proofs became the final copy for the bill, subject to the approval of the committee itself. In addition to his general work on the bill, like all the revisers, each section was examined and approved by the chairman before it went to the printer and again when it finally went into the bill, his being the final O. K., except that of the committee. This and his other work kept him busy from 10 to 14 hours a day, or longer, for 18 months. The committee's report on the bill was unanimously favorable.

The House will observe that by the time the bill had the approval of the committee it had in effect the approval of West, Thompson, Barnes, the Legal Reference Bureau, three revisers, the chairman of the committee, and sometimes the results from the bureaus or departments. This leaves nothing more that can be done.

In 1874 the chairman of the committee told the House that they had not been able to secure assistance from the departments. At that time a commission had prepared a report for the committee, of which Benjamin F. Butler was then chairman. The commission had greatly revised the laws, and the committee reached the conclusion that the bill could not be passed in that shape. All that they really got out of the commission was the compilation of the laws. A Washington lawyer, named Thomas F. Durant, was employed, who cut out all of the revision, leaving the compilation, spending some nine months on the book. The committee for several weeks gave considerable attention to the bill they reported. This was all that was done at that time.

You will observe that the bill the House now has before it has had something like ten times as much care and study in its preparation as the Revised Statutes of 1874. Of course, this bill is three times as large as the other, and there is three times the opportunity for mistakes. The Public Printer's office has a proof-reading department which is responsible for the proof reading. They failed to give this bill the care to which it was entitled. Doubtless there are typographical errors which will need correction. In 1874, before they had finally printed the Revised Statutes act, they discovered and corrected by another bill 67 mistakes in it. A little later another bill was passed correcting about 200 more. Practically all of them were of slight importance, mostly mechanical in their bases. If the present bill has as many mistakes in proportion, there would be about 800 in it. While the typographical errors should be less, we think the proportion of possible errors of any other kind is much less than it was in 1874.

Of course, the legislation has been so extended since then that there is much more confusion in the law than there was then. Many of our laws are made without any regard to previous legislation on that particular subject. The result is that there is a tremendous array of what appears to be contradiction, or may be contradiction. It thus becomes necessary for the courts to judicially determine just what Congress intended to say. It is not the purpose of the present codifier to attempt to judicially determine what Congress meant. I have endeavored to put into the code the law just as Congress made it. Of course, those who do not understand codification and have no broad grasp of fundamental law will point to these apparent contradictions as mistakes; but they are not. They are the evidences of the correctness of the proposed code. The law has been placed in this bill just as the Congress made it, and we leave it for the courts to determine wherever there is an appearance of contradiction. That is the purpose of the bill.

If, after it is all assembled and made into one great law, Congress wishes to make the changes necessary to avoid contradictions, it can very easily do so. As long as these acts are scattered through many books, nobody has much of an opportunity to point out these mistakes. These mistakes are the mistakes of Congress and not of the code.

It is hoped that if the bill becomes a law a sufficient index will be made. Meanwhile, of course, those who examine this enormous mass of legislation will have considerable difficulty because of the lack of an index. There will be criticisms which would not occur if there were an index. Another feature we

have discovered is that in the case of apparent contradictions it necessarily devolved upon the administrative officers to put the law into effect without waiting for the courts. Very few of them were practicing lawyers of experience, and their decisions were not always correct, so there grows up in almost every department a rule of interpretation of the statutes which they have come to think as sacred as the laws of the Medes and Persians. They really think because they have said so so long that it must be the law, and when those with long experience at the bar look over the law, they can not always agree with the gentlemen in the departments, and the department people then really think that there has been a great transgression of the law.

As far as possible, it has been the plan of this committee to give effect to the long-established interpretation by the department of whatever legislation pertains to it. Sometimes this requires rather extended development of liberal interpretation, but we have thought it best.

Mr. GARRETT. Will the gentleman yield for a suggestion?

Mr. LITTLE. I should be very glad of any suggestion from the gentleman.

Mr. GARRETT. I suggest that the Department of Justice should be informed of the probability that this will be passed at this session, and it might be a real accommodation to the department if they could have as early an opportunity as possible to examine it so that it can advise the Executive, because I assume that the Executive will refer the matter to the Department of Justice.

Mr. LITTLE. That has already been done. The rules of the House provide that a certain number of copies be sent to each department, and I have directed them to be sent to all departments, including that of the Department of Justice. If it is not done already, I will see that it is done. I thank the gentleman for the suggestion.

The Revised Statutes to which this legislation will be a successor is understood to be the greatest code or law book that ever was constructed. For 46 years it has stood unchallenged and unquestioned, and we have been able to give ten times the examination to this that they did to that. So I will say, as a much greater man over in the Senate said, when asked if he was sure that the bill was correct, that it is as nearly correct as human industry, experience, and scholarship can make it under all the circumstances.

Mr. GARD. Will the gentleman yield?

Mr. LITTLE. Certainly.

Mr. GARD. Of course the element of correctness is the most essential element in enacting the law. This is a codification?

Mr. LITTLE. It is. We did not make a revision; it is simply a codification.

Mr. GARD. It will be necessary, I take it, to send it to the different departments—to the Department of Justice for submission for correction at least, will it not? Or will it be necessary for the Executive to do that?

Mr. LITTLE. Certainly; but let me say this: The chairman of this committee 46 years ago admitted to the House that he was unable to secure the active cooperation of any department of the Government to perfect his bill. I may say to the House that a very considerable number of bureaus or departments have given us every possible aid by a careful examination of the work. The rules of the House require that there be distributed a certain number of copies to the departments and bureaus. I have arranged to have them all sent, and have no doubt that they are already there.

Mr. GARD. The inquiry I make is, What subsequent investigation to the passage by the House would there be before the bill was finally agreed upon as a proper codification?

Mr. LITTLE. We have hoped that the House would take the same view that it did 46 years ago, which is that because it is so extensive it will simply take it on faith. When the gentleman from Vermont, Mr. Poland, had offered the last amendment which the committee had to offer, he simply moved the previous question, and the House voted on the bill. Unless this bill passes the House now before Christmas, it is doubtful if the Senate would ever get to its consideration. It is possible we would not get to its consideration. There is to be such a number of appropriation bills and similar legislation that I have been advised by some of the leaders of the House that we would have to get this in before Christmas if we hoped to get the bill through. We have endeavored to give every such bureau and department ample opportunity, and I think I can assure the gentleman from Ohio [Mr. GARD] that every one that could do so availed itself of that opportunity, and we come here asking for the passage of this bill to-day.

Mr. GARD. How long has the gentleman's committee and his corps of assistants been working on this?

Mr. LITTLE. Since the 1st of July, 1919. The first copy was sent to the Public Printer, I think, August 20, 1919, and the bill introduced, partially printed, September 20, 1919.

Mr. GARD. Of course; it would be impossible, I take it, to go through the formality—and it would be a formality—of reading the bill.

Mr. LITTLE. It would take over two months of the time of the House, if the House were never interrupted and if nothing else was done. The last time they did not undertake to read it except by title. The committee had some amendments which it wanted to offer, and it had read the sections which it wanted to amend sometimes, but not very many of them.

Mr. GARD. Are there any amendments to be offered now?

Mr. LITTLE. There are not. This committee is unanimously in favor of this bill as it stands without amendment. We compared the way they did before with what is our purpose now, and we took advantage of any ideas that came to us because of that experience. We concluded that they made a mistake in waiting to offer some of their amendments until the bill was before the House.

Mr. GARD. Another thing which I think the bar of the country would be interested in is as to the method of obtaining a copy of this very valuable work.

Mr. LITTLE. We began the plan on the 1st of July of taking a given topic in the Revised Statutes and then following that subject through the Statutes at Large and typewriting it. We found these three great compilations of West, Thompson, and Barnes, with the annotations, and we closely observed them to see whether they were seriously useful, valuable, and reliable. We finally reached the conclusion that they were reasonably so; that they were truthful compilations. We found that when all three of them agreed it was fairly certain to be correct finally.

Mr. GARD. What I am particularly interested in is as to whether this codification is to go into the hands of any publishing house for amplification and marketing.

Mr. LITTLE. The Committee on Printing, of course, will have charge of that. It is our purpose, if this bill becomes a law, to introduce a bill to be presented to the House for additional publications of this, more than the usual number printed of Statutes at Large. There will be printed the usual number of Statutes at Large, if it becomes a law, the usual number to go to the departments, and if the House wants to print enough more to supply the lawyers of the land, or such of the 118,000 that I understand there are as may wish to get one, if the bill should pass, it is not our intention to suggest that it go to a private house for printing. I think if it passes, Congress will order this printed.

\$250,000 SAVED.

Mr. GARD. Does the gentleman have any reluctance in telling the House what the cost of this codification has been?

Mr. LITTLE. No; I would be very glad to do so. In 1874, Mr. Poland, the chairman, was asked that question. He explained that it cost \$100,000 to prepare that bill for the House without the printing. Some asked him if he were not mistaken and he said no, that it cost \$5,000 a year for something like seven years for each commissioner and about \$5,000 per annum for clerk hire. Once, when they tried it since that time it cost \$180,000. This will cost something less than \$15,000. [Applause.] I am glad that this has been mentioned, for I may say that this will not really cost this Congress anything, because in the work of examining the various laws I found one place where we had been appropriating for a certain bureau for 32 years for which there was no authority. I called the attention of the Secretary to that and stated that if he wanted to continue that and would offer a bill for it I would support it, but that the appropriation would be subject to a point of order unless the bill authorizing it passed.

Mr. GARD. I am sure that the gentleman and his committee are to be congratulated. They have set a very salutary standard.

Mr. LITTLE. The Secretary finally said that he ascertained that another bureau, without any more expense, could handle that work, and that he would not ask for an appropriation. If gentlemen will turn to the Record of April 10, they will find that Mr. SLEMP, chairman of the subcommittee which brought that in, said that they had withdrawn the request for \$58,500 of appropriation, and that the committee found that there was in that fund \$230,000, which was turned back into the Treasury, and Mr. SLEMP said the gentleman from Kansas had saved \$288,500. I am going to say to the House that that money will pay every bit of expense of printing and everything else, and save this Government a quarter of a million dollars besides, clean profit, out of this bill. [Applause.]

Mr. GARD. Can the gentleman advise me what the probable cost of printing these separate volumes will be, by the Government agencies, after the bill is completed?

Mr. LITTLE. When I began this work I went over the matter in advance with a very fine printer, Mr. Morgan, the superintendent of work at the Government Printing Office, who gave many valuable suggestions. He thought the book could be sold for \$5. He and Mr. John Greene of the same office were very helpful in this great work.

Mr. GARRETT. Mr. Speaker, will the gentleman yield?

Mr. LITTLE. Yes.

Mr. GARRETT. I want to ask the gentleman a question about the form of his motion made to suspend the rules and pass the bill. I did not happen to be on the floor at the moment. Would the gentleman be good enough to state how he worded the motion?

Mr. LITTLE. I would ask the Clerk to read it exactly.

Mr. GARRETT. What I had in mind, I will say to the gentleman, is this: The gentleman and I have discussed this matter privately several times. I understand that that which is actually upon the calendar is not all that the committee has presented. Now, is the gentleman's motion made so as to cover the supplemental part so that there is no doubt of that and we will not get into trouble with the engrossing clerk because of the form?

Mr. LITTLE. No; I advised with the Clerk of the House and the engrossing clerk, too, about this. The bill on the calendar is the bill on the Clerk's desk and is the bill reported by the committee, all of it, and is the bill now before the House. My motion was made to carefully cover the whole situation. I now yield to the gentleman from Texas.

Mr. SUMNERS of Texas. Mr. Speaker, I just want to say in regard to the work of the chairman of this committee that I happen to know that he approached this from the standpoint of intense personal interest. No man engaged in private enterprise ever worked more earnestly night and day than this distinguished gentleman who is now making his report to the House. I have been by his office many times at night and he has been there on the job. I simply desired to say that. [Applause.]

Mr. TOWNER. Will the gentleman yield?

Mr. LITTLE. I thank the gentleman from Texas very much. I promised to yield first to the gentleman from Ohio.

Mr. EMERSON. Do I understand a copy of this bill has been sent to each Member of Congress?

Mr. LITTLE. Every Member of the House.

Mr. EMERSON. Does that contain all the public laws?

Mr. LITTLE. Every general and permanent law of the United States in force when this Congress first assembled.

Mr. EMERSON. Now, does the bill provide any law that is omitted, if perchance there happened to be some law omitted, is repealed by this?

Mr. LITTLE. The committee adopted the last chapter of the old bill, the Revised Statutes, which provided safeguards for every possible thing that could happen. It was drawn very carefully and we adopted it. That provides for any law that may be omitted, keeps it alive. I now yield to the gentleman from Iowa.

Mr. TOWNER. Mr. Speaker, the gentleman from Ohio [Mr. GARD] spoke about the work as being one of codification, and the gentleman stated it was a restatement. Is not the work of the gentleman's committee really both a restatement and recodification?

Mr. LITTLE. Yes; it is a restatement and codification. I tried to follow that work exactly. It is the law as Congress made it with all that law's perfections and imperfections on its head.

THE LOBBY.

Some 15 years ago a commission appointed by the President reported a second Revised Statutes to the Committee on the Revision of the Laws. This report was a complete and thorough revision and probably would have been a very great improvement in our laws; if enacted by this time it would probably be considered the greatest code the world ever saw, and everybody would be glad that it was made. However, one of the private publishing houses feared that it would interfere with its business and established a lobby here to oppose its passage. They secured the adherence of those scattered about the Government that could spread the theory effectively and challenged attention to the fact that there were many improvements that were really amendments. The statements were greatly exaggerated and formed such a current of opinion that the committee never even adopted the report. It is to be hoped that no such effort will be made by any lobby now. Of course, it is not possible to urge against this bill what was said against

the last—that it amends the law. If there should be a lobby, they would probably present the view that it did not revise enough, that it left many contradictions on the books, that here and there mistakes had crept in, that it needed some “experts” to go over it again, that there should be a delay of a few months until somebody besides West and Thompson and the reference bureau and the revisers had had a chance at it. For a year and a half this work has been known to the bench and bar, and everybody has had an opportunity to make suggestions. They have not in this country any better facilities for doing this work than have been employed on this bill, and if it waited a thousand years there would not be.

One of the most important features of it is the value of time, and one of the greatest necessities is that it be completed and put before the bench and the bar before another vast mass of legislation creeps in at its heels. To begin all over again would be simply delaying it another two years, and then it would be subject to such objections as these people would raise now, if there were a lobby. Their suggestions would be made then just as they were in 1906, for the sole purpose of making any legislation impossible. Indeed, if this bill should not become a law before very long nobody would care to undertake the work again unless he had a guaranty from both Houses that his work would be accepted. Then would arise an era of “experts,” commissions, and the spending of another \$180,000, and the vast waste of public money with no results whatever. The work is done now, and it is to be earnestly hoped that it will be found possible to get the approval of the House upon the bill and upon the work.

If this bill becomes a law, there will probably be some things in it that later will be corrected by subsequent legislation, as was the case with the Revised Statutes. If we wait for a perfect code, we never will have any code. It is not within the bounds of human ingenuity to assemble such a vast array of material, to perform so tremendous a task, without mistakes. Every session of Congress that goes by without a code makes the task more difficult. Every day, owing to the confusion in our statutes, the bench and the bar make more mistakes than there could be in this proposed code. Any delay in its enactment not only deprives the courts and lawyers and litigants of its benefits, but removes its final enactment just that much further from the date of March 4, 1919, to which it brings the law, and makes it that much less helpful. There is no mistake in this bill half as injurious to this country as would be a delay of six months in its final passage.

If it succeeds now, it will be two years behind in legislation. It is not possible to bring a great code much nearer completion to date than this, but after its passage it will be much easier to continue, because it forms a basis from which you can correct and continue. Those who have no understanding of the wonderful improvement that will be made by a code will see nothing but the “flyspecks.” Those who are broad enough to appreciate the value of a code of the laws of the United States will not have much time for the “flyspecks.” Of course, it all depends on how one looks at it.

CONKLING, CARPENTER, AND EDMUNDS.

Forty-seven years ago the House committee presented the Revised Statutes to the House, which passed it and sent it to the Senate, where they had had no opportunity to study and analyze its contents. If those to whom it had been committed had been desirous of participating in its actual work they would have held it up for months, looking for small distinctions of erring details; but, singularly fortunately for the bench and the bar of the United States, when the bill went to the Senate in 1874 it fell into the hands of men like Roscoe Conkling, Matthew H. Carpenter, and George F. Edmunds, three of the greatest lawyers that ever ornamented our courts and three of the greatest statesmen that ever added luster and renown to our Republic, and the Revised Statutes went through the Senate of the United States, whose committee had had nothing to do with its preparation, without being read, and without a dissenting vote. Then it became the law, and there was no longer a mistake in it because it was a law, and the people of this country, for the first time in their history, were able to read their laws and know them. With all the mistakes there discovered, no man ever suffered from one of them, and not any of them was of sufficient importance to lead any of those who voted for it to regret their action in giving to Americans the greatest law book ever printed in the world.

The SPEAKER. The time of the gentleman has expired.

Mr. TOWNER. I want to say that I have followed the work very carefully, and it is an extraordinary piece of work [applause] and reflects great credit not only upon the chairman but every member of the committee. [Applause.]

Hospitals for Disabled Soldiers.

SPEECH

OF

HON. WILLIAM E. ANDREWS,
OF NEBRASKA,

IN THE HOUSE OF REPRESENTATIVES,

Monday, February 7, 1921.

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H. R. 15894) authorizing an appropriation to enable the Secretary of the Treasury to provide medical, surgical, and hospital services and supplies for persons who served in the World War and are patients of the Bureau of War Risk Insurance and of the Federal Board for Vocational Education, Division of Rehabilitation, and for other purposes.

Mr. ANDREWS of Nebraska. Mr. Chairman, this bill provides for five new hospital plants to be located in the different sections of the country as outlined in the terms of the bill. It was impossible to cover the whole field to the entire satisfaction of every Member of the House. You will readily understand the importance of holding a building program clearly within the limit of actual necessities. Another bill will probably be presented soon to meet other conditions as disclosed by the hearings. You will observe that the bill as it now stands before the House provides for the care and treatment of the mental and tubercular cases in each of the hospitals proposed. We had extensive hearings. We urged the Secretary of War to consent to the transfer of certain Army posts that were not in use in order that they might be fitted up for hospital purposes. He did not see his way clear to do so. The two posts mentioned in the bill at Fort McKenzie, Wyo., and Fort Walla Walla, Wash., have not been used by the War Department for an extended period of time. We thought it wise to cease debate and provide for the transfer of those two posts to be used by the Public Health Service, and thus avoid further delay. You will observe that this bill could not carry an appropriation, and I mention this in response to a suggestion brought out by inquiry a few minutes ago. This bill gives the authorization, and the Appropriations Committee will follow in providing the funds to carry into effect the provisions of the building proposition.

A few moments ago we listened to some criticisms suggesting that the bill was sectional, political, and a logrolling proposition. I feel that I ought to apologize for even mentioning that reference. If there has been any one purpose on the part of your committee, it has been to acquaint itself with the general needs of the country and establish a program that would be clearly within the limits of well-defined needs and form the basis of future steps as Congress may come to see them.

There is a plant at Dawson Springs, Ky., just nearing completion. Under the provisions made in the sundry civil appropriation bill of last year, and renewed in the sundry civil appropriation of this year, in Tennessee a plant has been put into condition for the care and treatment of 1,000 soldiers of the late war. At Marion, Ind., another plant has been utilized for that purpose. We are seeking to bring into the service the properties now owned by the Government, in order to economize on the one hand and expedite the preparation of hospital facilities on the other. You will find in the terms of the bill adequate provision given to the Secretary of the Treasury and to the heads of other departments to turn into the use for hospitalization any plant or institution suitable for that purpose.

Mr. BARKLEY. Mr. Chairman, will the gentleman yield?

Mr. ANDREWS of Nebraska. And under the terms of the bill we seek to authorize the Secretary of the Treasury to utilize all resources in that direction. I yield for a moment.

Mr. BARKLEY. Does this bill make any provisions for additional funds for completing the hospitals which have already been begun?

Mr. ANDREWS of Nebraska. This bill does not contemplate anything beyond what it says. It authorizes the use of the power of the Secretary of the Treasury to take over these plants, and then the Appropriation Committee would provide accordingly. The sundry civil appropriation bill of last year and the sundry civil appropriation bill of the present year cover the phase of the question which the gentleman evidently has in mind.

Mr. FESS. Mr. Chairman, will the gentleman yield?

Mr. ANDREWS of Nebraska. Yes.

Mr. FESS. My attention has been called to line 6, page 1, to the following language:

patients of the Bureau of War Risk Insurance and of the Federal Board for Vocational Education.

How broad is the word "patients" as applied to the Federal Board for Vocational Education?

Mr. ANDREWS of Nebraska. My answer to that question is found in paragraph 6, section 502 of the Sweet bill, Public No. 104, Sixty-sixth Congress, which provides that the examination made by the Director of the Bureau of War Risk Insurance lays upon the Congress the duty of providing hospitalization. Any person so examined and found entitled would be admitted under the law as defined in this bill. [Applause.]

The CHAIRMAN. The time of the gentleman has expired.

The People of the United States.

Our population at the time of the signing of the Declaration of Independence—The slave trade—The old immigration and the new—Present conditions—Necessity for a suspension of immigration—Why an exemption for certain blood relations.

SPEECH

OF

HON. ALBERT JOHNSON,

OF WASHINGTON,

IN THE HOUSE OF REPRESENTATIVES,

Friday, January 14, 1921.

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H. R. 15543) making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June 30, 1922, and for other purposes.

Mr. JOHNSON of Washington. Mr. Chairman, all are familiar with the preamble to the Constitution of the United States, which I repeat:

We, the people of the United States, in order to form a more perfect Union, establish justice, insure domestic tranquillity, provide for the common defense, promote the general welfare, and secure the blessings of liberty to ourselves and our posterity, do ordain and establish this Constitution for the United States of America.

The phrase "We, the people of the United States," has made the United States a Nation instead of a mere league of friendship between a number of independent States. To-day shall we look over our great population and ascertain, if we can, who are the people, where we are coming from, and what we are going to be?

Our national scene opens with the most magnificent object which the Nation could present.

I quote from Justice James Wilson, of the Supreme Court, in his opinion in the great case of *Chisholm* against Georgia.

The people of the United States are the first personages introduced. Who were those people? They were the citizens of 13 States, each of which had a separate constitution and government, and all of which were connected together by Articles of Confederation.

And who were the people when our constitutional Government began?

According to the First Census, the free population of the States of the United States in 1790, just after the Constitution went into effect, was about 3,250,000. Of these, 2,345,844 were of English origin. There were 188,589 Scotch people and 44,273 Irish. The Dutch, most of whom lived in New York, numbered 56,623. There were 156,457 Germans, 13,384 French, 1,243 Hebrews, and 3,835 of other nationalities. There was also at this time a negro population of 757,208, the great majority being inhabitants of Delaware and States farther South. Slavery had nearly died out in New England and was rapidly disappearing in the Middle States; but in the South almost all the colored people were slaves. Slavery was introduced into the Colonies in August, 1619, when 20 African negroes were brought to Jamestown by Dutch traders and sold to the planters of Virginia. Slavery soon spread to the other Colonies. The actual importations of slaves can only be estimated.

SETTLEMENT OF ONE GREAT PROBLEM.

The largest importation of slaves was from 1760 to 1770, when the average annually brought in was 7,400. That number of immigrants now come in four or five ships and land in a single day. The slave trade was profitable; so is the immigrant trade. Slavery and immigration are not the same, but the figures concerning one may lead us to some thoughts about the other. By 1790 the survivors and descendants of the African slaves imported numbered 757,208, according to the Federal census of that year.

At the time of the Declaration of Independence negro slavery was recognized by law in every Colony. Some of the slave

codes were extremely severe, because of the fear of negro insurrections.

So, the adoption of the Constitution, with its magnificent preamble, "We, the people of the United States," soon brought up the question whether or not these negroes were part of the people of the United States. This was an open question, which was not judicially answered until 1857, when the famous *Dred Scott* decision was promulgated.

In 1856 the *Dred Scott* case reached the National Supreme Court, which decided that negroes never had been and never could be citizens of the United States; that they were not among those who were meant by the phrase "the people of the United States" as used in the preamble.

This decision was referred four years later to the battle field, where it was finally determined that the descendants of the colored people who were here in 1790—then about 757,000—and all others who came afterwards should be reckoned as people of the United States. To-day they number probably 11,000,000, or one-tenth of our population.

"PEOPLE" AND "CITIZENS" SYNONYMOUS TERMS.

In defining the phrase people of the United States, Chief Justice Taney, who wrote the opinion of the court, said:

The words "people of the United States" and "citizens" are synonymous terms and mean the same thing. They both describe the political body who, according to our republican institutions, form the sovereignty and who hold the power and conduct the Government through their representatives. They are what we familiarly call the "sovereign people," and every citizen is one of this people and a constituent member of this sovereignty.

So the people of the United States are the citizens of the United States. Well and good. But how many have we among us who are not citizens—immigrants, good, bad, and indifferent? The figures of the census of 1920 are not available and are awaited with the greatest interest. The number is estimated at 12,000,000 to 13,000,000. So about one in every seven of us, approximately, is not of the people. But they are not slaves; not even wage slaves, as some contend. Their children born here instantly become citizens and people of the United States. In fact, we have all become people of the United States just that way, but bear in mind that we have our English language, our customs, our form of government, and our preeminent stand among the nations of the world from the fact that our basic stock was English. Our Revolution was won by English stock. English, Scotch, and Irish blood ran in the veins of 78 per cent of all of George Washington's soldiers.

To-day Nordic stock runs in a bare majority—perhaps not a majority—of our population. The census of 1910 showed the population of the United States to be made up as follows:

	Per cent.
Foreign born	14.7
Native whites of foreign parentage	14.0
Native whites of mixed (foreign and native) parentage	6.5
Negroes	10.7
Indian and oriental	.4
Native whites of native parentage	53.7

ANALYSIS OF THE MELTING POT.

In other words, an analysis of our 1910 melting pot shows our white population of native parentage to be but a little more than 53 per cent of our total. Thus it is clear that over 46 per cent of the people of the United States are of an alien race or have one or both parents foreign born. But I have shown that the negroes are of the people, so strike off 10.7 per cent and we have left about 36 per cent, which accounts for the statement so often made that one-third of our people are foreign born. But this includes the first generation born here. The actual number of foreign born shown by the census of 1910 was 13,515,886. This was an increase of more than 30 per cent in 10 years.

Potentially good Americans, to be sure, but too many of them are quite ready to fight Europe's battles right here on our soil, which is, of course, their soil also.

The census of 1900 showed the 10 leading countries in the following order of rank in contributions to our foreign-born population:

1. Germany.	4. England.	7. Austria.	10. Scotland.
2. Ireland.	5. Sweden.	8. Italy.	
3. Canada.	6. Russia.	9. Norway.	

But 10 years later the countries contributed to the population of the United States in the following order:

1. Germany.	4. Italy.	7. England.	10. Norway.
2. Russia.	5. Canada.	8. Sweden.	
3. Ireland.	6. Austria.	9. Hungary.	

During that decade German immigration fell off more than 11 per cent, and from Ireland more than 16 per cent. All the countries of southern and eastern Europe made large increases. The increase from Greece was 1,089 per cent; from Italy, 177 per

cent; from Russia and Finland, 170 per cent; and from Austria-Hungary, 162 per cent. In fact, 72 per cent of the immigration for that decade was from southern and eastern countries of Europe.

This proportion has continued during the decade ended 1920, but I shall wait for the census figures rather than attempt estimates concerning the countries from which it came.

Immigrants who have commenced to come in large numbers since July 1, 1920, are largely from south and eastern Europe, with the addition of considerable numbers from Spain and Portugal.

Figures as to actual immigration for the past few months are interesting. A table is attached, giving totals furnished by the Bureau of Immigration.

Immigrant and nonimmigrant aliens admitted to the United States since July 1, 1920, by months.

Month.	Immigrant.	Nonimmigrant.	Total.
1920.			
July.....	62,832	21,127	83,959
August.....	67,369	18,062	85,431
September.....	76,031	18,821	94,852
October.....	74,800	26,200	101,000
November.....	65,900	23,100	89,000
December.....	68,100	23,900	92,000
1921.			
January.....	70,500	15,500	86,000
February.....	65,000	15,000	80,000
Total.....	550,532	161,710	712,242

Exact figures later than September not yet available. Those given for later months are estimated.

During the months covered by the table about 300,000 have gone out of the country, many of them of the old immigration going back to the north countries of Europe to there stay, but many others going to southern and eastern Europe, expecting to return with their relatives.

In my opinion, the remaining months of this year will see each month's quota of immigrants run around 100,000.

THE OLD IMMIGRATION.

That our stock was becoming less and less English troubled us not at all as long as we had an empire to give away. We welcomed all. We once had homesteads for all who came. Not so now. Then the melting pot worked well. All who came were assimilated, and rapidly fused with us; became of us and were quickly numbered among the people. Naturalization was an easy process, almost as easy as it had been in the time of the Colonies, when Pennsylvania gave citizenship for six months' residence, and when Virginia gave citizenship to landowners, the latter qualifying in such numbers that they owned more land than there was domain in the confines of all Virginia. The nobility of England and the ticket-of-leave men from that same country became citizens of the Old Dominion overnight with a deed to a piece of land.

From the time of the Civil War until comparatively recently homesteads and first papers were handed out together, and the newcomers proved up on their lands and took out deeds and final papers on the same day, after five years, and have made good ever since. They are now among our governors of States, our Senators, and our Congressmen. They are mayors in great cities, and are councilmen, aldermen, and school directors in every town and hamlet.

Those immigrants did not demand the guaranties of the Constitution with reference to "persons," but became citizens as quickly as possible. Many States gave them suffrage on their first declaration of intention to become citizens, thus making them citizens to all intents and purposes. Four States—Wisconsin, Indiana, Missouri, and Texas—still do that. They brought no notions of a new form of government to our shores. Our style of freedom and liberty suited them. They did not come with "No God, no master," banners in flaming red, and they have not tried to set up any such banners yet. So much for the old immigration. Deportations were almost unheard of. Johann Most, the anarchist, was the first deportee to attract wide attention.

THE NEW IMMIGRATION.

But for some reason or other we ceased to attract the old and became the goal of a newer kind, which swelled the total annual immigration to as high as 1,200,000 annually for several years shortly before the war, mostly good and well-intended, but speaking every known tongue or jargon, crowding into the cities, reading their own language newspapers, cutting each

other's wages in the fight for existence, and left largely to shift for themselves, except for the guidance of the leaders among their own peoples already here. Credit is due to the Hebrew Shelter and Aid Society, the Italian Immigrant Society, and other organizations for striving to direct this great tangled skein of mixed humanity along American lines. It is not the fault of the societies that the newcomers can not be divorced from their old languages or customs or prevented from concentration in race groups in cities. Give credit, too, to the ministers, rabbis, priests, and teachers of all the religious denominations for their efforts to show the new immigrants that revolutions for which there might have been justification in Finland, Russia, and some other places are not needed here.

Full honor, too, to the 400,000 young aliens who waived all rights of their own and fought with our troops and with the troops of the Allies. We have offered to make citizens of every one, and rightly so. To put on Uncle Sam's uniform, to be willing to die for a country which has not yet adopted one, must be regarded as the supreme test for citizenship.

To date about 250,000 alien soldiers have accepted naturalization, but what progress have we been making with the naturalization of the other ten or eleven million? For 10 years past our naturalization of aliens has averaged 116,000 a year; but for the fact that the World War sent a lot of aliens scurrying to get under the protecting folds of Old Glory the average would have been even less. The actual number naturalized, 1910 to 1920, was only 1,161,066, including alien veterans of the war.

HARDSHIPS OF PRESENT IMMIGRATION.

The great World War practically suspended immigration, and yet from 1910 to 1920 there was a net addition to our population of 3,123,925 aliens. For more than a year following the armistice few could find their way to the United States. Many predicted a great influx, and in July of last year it began—50,000 to 70,000 a month—and it still continues in spite of the most tremendous handicaps that immigrants have ever known. Steerage rates at \$100 to \$120; a head tax of \$8; the literacy test; requirement of a passport and a United States visé on same, the visé alone costing \$10; and in the countries of central Europe aliens stand in line by the week before our consular offices in the effort to secure on their passports the magic words "O. K., Uncle Sam," which let them start for the land of promise, not sure that they can pass the tests at Ellis Island and enter—not to become citizens of or even "people of the United States," but to be merely immigrants in a country where to-day 4,000,000 persons are out of work and where more than half the population is in the cities and not on the farms. If admitted, they find no houses ready for them and are thrown into the tenements already overcrowded with others of their nationalities, and in every such house lives an alien enemy of this Government who is preaching its overthrow and handing out revolutionary circulars printed in the language of the newly arrived.

I spoke of the troubles which those who arrive have overcome, but I did not mention the hardships and cost of travel to their port of embarkation, nor did I mention that all of their costs are paid in money so depreciated that in some cases it is almost no money at all. Nor did I mention the hardships of steamship travel, which, with the holds of every ship crowded with 500 to 2,000, is a fearful thing to see. Conditions on the slave ships of old could not have been worse. Hades itself can not be worse—particularly among the ships which have come lately seething with typhus lice and quarantined for days in New York Harbor.

A short time ago on a ship coming to New York a wealthy American passenger went into the steerage with several baskets of candies and cakes which he undertook to pass among the immigrant children. Their mothers grabbed the baskets and threw them overboard, shouting, "No, no! You have robbed our brothers to get the money to buy these candies. Never shall our children eat them." In that frame of mind many arrive these days.

CONDITIONS AT ELLIS ISLAND.

But if conditions on the immigrant ships are bad, Ellis Island under present conditions is quite as bad. Commissioner Wallis, as able as he is, with all the help Uncle Sam can give, can not straighten it up. It is "Dante's Inferno" over and over again, breaking out anew every hour, a seething, struggling, volcanic mass of breathing human beings. Gentlemen, it is dangerous! Bolsheviks and anarchists are made there overnight. All that we can give in the United States in the way of liberty, religious freedom, and opportunity must be given in generous measure to efface the effects of that experience.

Many—perhaps just now 5 per cent—of those who reach our gates are denied admission. We will never know how many

thousands have been prevented from even starting because of the literacy test. The steamships honestly try not to bring them. But others, with every kind of physical or mental defect in great or less degree, make the attempt, and are either sent back after quick inquiry or held at Ellis Island for further inquiry, or pending appeal by relatives or friends. These are held often for weeks. I secured the idea for the clause concerning the admission of blood relatives, which appears in the immigration suspension bill which passed the House last December by a vote of 295 to 41, through an experience at Ellis Island. I was there one day, with Commissioner Wallis, in the detention room where were 3,000 detained immigrants in a room barely suitable for 300. A wizened old woman pushed through the dozens who were hanging to us and poured out an appeal in Italian. "Let us find out what she says," said the commissioner. He called an interpreter. She spoke again: "Will my son never come?" The tears ran down her shriveled cheeks.

"JOHNSON, what would you do if that were your mother?" asked Wallis.

What would you have done, gentlemen?

That son expected his mother. But in Italy she had been months in overcoming the difficulties of an emigrant. Arriving here, this Government held her as likely to become a public charge. Uncle Sam spent many dollars in telegrams in an effort to find the son. But his job had gone; he had moved. Perhaps his foreign name had been changed on some pay roll by a thoughtless clerk. So Wallis, week after week, detained the mother. Perhaps our Government agents found the son, but more than likely she has gone back. Perhaps a merciful God has called her over the dark sea to the only Promised Land.

PLAN TO ADMIT RELATIVES OF CITIZENS.

Gentlemen, I have been promoting a bill in Congress for a year or more suspending temporarily all immigration. I returned to my office and wrote into it an exempting clause as follows:

A citizen of the United States 21 years of age or over, who is a resident of the United States, may, under regulations prescribed by the Secretary of Labor, apply to him for permission to bring into the United States or send for an otherwise admissible wife, parent, grandparent, unmarried son or brother under 21 years of age, unmarried or widowed daughter, or sister, grandson under 16 years of age whose father is dead, or unmarried or widowed granddaughter whose father is dead, and any alien who has declared, in the manner provided by law, his intention to become a citizen of the United States and who is a resident of the United States, may make like application in reference to an otherwise admissible husband or wife, unmarried son under 21 years of age, or unmarried or widowed daughter.

The plan was that the citizen—naturalized citizen if you please—should secure a permit to bring his blood relatives and bring them right straight to his home town. To start was to arrive. The permit was to be issued after necessary inquiry, bond if needed was to be put up in advance, and the only inquiry at Ellis Island would have been as to freedom from contagious or dangerous diseases.

That clause was fought by both friends and foes of the bill. Friends contended it would let in too many dependents; but these dependents usually get in anyway after long delay on appeal to the Secretary of Labor or his assistant. The milk of human kindness runs so strong in the hearts of all of us that it is hard to refuse relief when the individual appeal reaches us.

Foes contended that it would permit of fraud, which probably it would, and also contended that we were letting in the dependents and shutting out the common, rough laborers, which they say we must have always coming, always dull, always stupid, always inferior—from anywhere, everywhere—Italy, Greece, Galicia, Russia, China, Japan, Mexico, Brazil, Jamaica, or Java, or anywhere—coming in ever-increasing numbers, so that we may keep up the pace.

Ah, my friends, if we have reached the point where we must be always importing a serf, or near-serf class of laborers, then look out. Who thought that the arrival of 20 African negro slaves in the Colonies in 1619 would lead on to a Civil War in 1861? And yet the colonists were afraid of a slave insurrection. Witness their severe local laws, and then note the anti-syndical laws of our States these days. Read the warnings of Washington, Jefferson, and Madison, who saw the perils of negro slavery when others who came later could not see the danger.

UNITED STATES NEEDS A BREATHING SPELL.

Why suspend or restrict immigration? Because, my friends, we are saturated. We need a breathing spell.

So many countries in Europe have broken down that the best they can offer to their poor is worse than the worst that we can offer. Economic conditions will not now keep them away, although bad conditions may send some back. For want of money

they can not go to the farms. We talk of placing them here and there, but how can you send 2,000 Russians to the mines of Alaska and keep them there without establishing a system that prevailed in Siberia? Opportunity for immediate gain is the goal sought by so many immigrants, and in the present congestion of our cities that opportunity is nonexistent and discontent follows, which is easily fanned into flames of revolution by paid agitators, who are at their dirty work night and day, with such circulars as the one I hold here entitled, "Fill the jails," or such banners as this one, emblazoned in gold on a red background, "The Soviet Program."

These new immigrants come from countries where the reigning power has been supreme—that power exemplified by a crown, with the tax collector and the policeman as the visible evidences of government—and they come to a free country without the slightest knowledge of what it means. A government by the people, of the people, and for the people has a peculiar meaning to most of them. They have not the faintest idea of what government with the consent of the governed means. They arrive and are thrown into a repellant mood by their experiences at Ellis Island, and then as they take up their new life they find that we have more government and more laws than they ever dreamed of. They find school government, city government, county government, State government, and national government. The first time the school health officer sends the little 6-year-old immigrant boy home to be washed up the mother thinks that the whole Government of the United States is closing in on her. What does she know about government with the consent of the governed?

And the revolutionary agitator is on the corner mouthing his piece about the theories of Karl Marx, and lauding the dream of the dictatorship of the proletariat. Her man loses his job, and he is disconsolate. There is the agitator, and the soviet workers' hall just around the corner. He joins. The mother goes to work in a sweatshop. She provides, even though wages fall. Her children suffer and they go to the meetings where they drink in the dream of the general strike.

"What has this Government ever done for you?" roars the agitator, and these poor, misguided, helpless people forget that this Government has made the orderly Nation in which they are living. They forget, too, that their own brothers are back there across the sea still plowing with sticks for the want of our kind of government and our intelligent use of capital.

GREAT NUMBER UNNATURALIZED.

Why suspend immigration? Why? Because we have 10,000,000 now on hand to naturalize and to bring into the fold as among the first of the land, to make of them "we, the people of the United States," and not merely immigrants, aliens, foreigners, wops, bohunks, or whatever they happen to be called. And you can not Americanize them by teaching them that George Washington was the first President or that the Cabinet has 10 members or by merely handing out papers marked "citizen."

We have laid aside two-thirds of all the areas of the 11 Western States. We have reserved and conserved all of the natural resources in that great area, ten times as great as Ohio, for posterity. Whose posterity?

Gentlemen, if 750,000 negro slaves at the time of the signing of the Constitution were enough to give us a problem that was only settled with four years of civil war, and which is still not wholly settled—for some negroes are still regarded only as persons and not as citizens—I contend that with more than 10,000,000 unassimilated aliens on hand, with a large part of the civilized world bankrupt and in a state of disorder which will continue for many years, with aliens pouring in 50,000 to 75,000 a month, "we, the people of the United States," stand a chance of being assimilated before we can assimilate the mass; that our Nordic base stock will become polyglot and that the United States, which the Japanese and others declare is "every man's land," will literally become before many decades a veritable "no man's land."

It is wrong to persecute the poor alien. Individually, each means well. But it is as much to the interest of his children as ours that this country be not flooded; that neither the feuds and misunderstandings of Europe nor the customs and standards of Asia be brought here.

UNITY NOT LOST, BUT THREATENED.

Our American spiritual unity, which seemed so secure a few decades ago, is not yet forfeited. I think it is threatened. Preserve it by stopping or checking immigration until we have cleaned house thoroughly. Save it forever by deciding and insisting that this is, and of right ought to be, and shall forever remain, a Nation of one language. Put up the bars!

Emergency Tariff.

SPEECH

OF

HON. WILLIAM E. ANDREWS,
OF NEBRASKA,

IN THE HOUSE OF REPRESENTATIVES,

Wednesday, December 22, 1920.

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H. R. 15275) imposing temporary duties upon certain agricultural products to meet present emergencies, to provide revenue, and for other purposes.

Mr. ANDREWS of Nebraska. Mr. Chairman, I rise in opposition to the amendment offered by the gentleman from Illinois. Briefly, the amendments that have been proposed to strike out provisions in regard to wheat, corn, and cattle mean that our markets for those products shall be donated to the people of other countries, to the detriment of the farmers of the United States. I shall not consume very much time enumerating these items—I have them in mind; but let us look at the facts for a moment. If these provisions are levied in the law and these rates of duties are imposed, then we will reserve the American markets for the American people, and it is time for us to begin to put the American house in order and to take care of the people of the United States first and then to take care of the rest.

The emergency tariff (H. R. 15275) imposes temporary duties upon certain agricultural products to meet present exigencies and also provide additional revenue. The chief purpose of this bill is to protect the American market for the benefit of American farmers during this period of readjustment, necessitated by conditions growing out of the war.

A forceful illustration is presented in the wheat market. It appears that we have in the United States about 200,000,000 bushels of surplus wheat for which we do not have an adequate foreign market. The depressed condition of the wheat market is intensified by the importations of approximately 150,000,000 bushels of Canadian wheat.

Wheat importations from other countries are beginning to appear. These facts illustrate very clearly the increased embarrassment that would befall American farmers if we should admit practically free of duty or at a very low rate of duty 150,000,000 or 200,000,000 bushels of foreign wheat.

This illustrates quite clearly what is bound to happen to the products of American labor not only on the farm but ultimately in the industrial centers of the country.

If we should adopt a policy of admitting foreign agricultural products practically free of duty we will have established a precedent for the admission at a later date of manufactured goods from all the nations of the world at very low rates of duty.

Those who seek to defeat this emergency tariff are inviting defeat for protective duties on manufactured articles. The time is near at hand when reprisals would follow swiftly and dangerously.

The laboring people of foreign countries, especially those that have been depressed by war, must sell the products of their toil in the markets somewhere at some price. They may not be able to sell them at their real value, but they must sell in order that the people may live. That means that with low duties in this country the laboring people of our Nation in the industrial centers will ultimately be the heaviest losers because of the heavy importation of foreign-made goods. A foreign country such as Germany, or even France or England, must sell the surplus products of the labor of its people. If they can sell for only one-half the real value of the goods it will be far better for them than it would be to have a denial of an opportunity to sell.

We may fix our import duties at any grade we choose, but we should remember that while this period of readjustment is in progress the manufacturers and the laboring people of other countries must unite in underselling us in order to find a place to sell their goods at all. This fact emphasizes more strongly than words can express the mistake that we would make if we should defeat this bill and other bills that would follow for like purposes.

Charity begins at home, and he that fails to provide for his own household is worse than an infidel and is denied the faith. We must hold to the doctrine of American protection for American capital, American labor, and American standards. After our own household is fed we may then take up the work of foreign missions. Our first duty is at home, and after Uncle Sam's boys and girls are properly cared for we may wisely direct our attention to other portions of the world.

Note, if you please, the nature of the elements involved in this problem. It is to the direct personal interest of manufacturers and their employees to sell the products of their factories at high prices and purchase their food supplies at low prices. On the other hand, it is to the direct interest of the farmers of the country to sell the products of their toil—food supplies—at high prices. It is absolutely impossible from the very nature of things to eliminate these conditions. Right here we discover the irrepressible conflict in the tariff. Then, how may we adjust these problems so that all the people of the country may benefit?

Protective duties for agricultural and manufactured products alike on a basis commensurate with the interests of all will stimulate and preserve business advantages that will bring the largest measure of benefits to both sides and to all classes of our people.

Whenever the policy of free trade or destructive low duties have been tested business paralysis and disturbances have followed. We may theorize as we like; we may extol to the skies the beauties of free trade as we will, these facts stand out plainly in the history of the American people and urge us to maintain a level of protective duties on the products of American toil, agricultural and manufactured alike.

Whenever those who represent manufactured articles make war on a protective tariff on agricultural products they invite their own destruction, and the penalty should follow swiftly and thoroughly. How can the Representatives from the agricultural States in the Nation come to any other conclusion? If the Representatives from the manufacturing centers force this issue and compel us to take that stand, the irrepressible conflict is on and should be fought to the finish.

I ask unanimous consent to extend my remarks in the Record.

The CHAIRMAN. Is there objection?

There was no objection.

SPEECH

OF

HON. CLARENCE F. LEA,
OF CALIFORNIA,

IN THE HOUSE OF REPRESENTATIVES,

Monday, January 31, 1921.

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H. R. 15935) making appropriation for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

Mr. LEA of California. Mr. Chairman, the bill before this House fails to deal adequately with the country's great transportation problem. For the last 17 years the annual rivers and harbors bills have averaged more than \$26,000,000. During the war we largely discontinued new construction and confined maintenance work to the emergency needs of the country. The war and the period since have shown us greater need of river and harbor improvements than at any other time during the last 20 years. All ordinary reasons heretofore existing for the general improvement of waterways to develop industrial and agricultural areas, to facilitate the movement of commerce, and reduce transportation costs continue to-day with added importance. Unusual conditions now demand appropriations at least as large, if not larger, than heretofore: (a) To restore deterioration of partially completed work due to war neglect; (b) to perform increased maintenance work due to silt and debris accumulation neglected during the war; (c) to resume new constructions long suspended; (d) to increase harbor facilities in congested ports, such as New York; (e) in some instances to secure greater depths to accommodate larger ships placed in operation in recent years.

The bill presented to Congress to-day provides for a lump-sum appropriation of \$15,000,000 with which to maintain and improve our harbors and waterways for one year. The substitute offered by the gentleman from North Carolina [Mr. SMALL] would carry an appropriation of \$28,000,000 and make specific appropriations for various important projects throughout the country. The substitute is based upon the amounts which the Government engineers have recommended as the minimum sums necessary to take care of our water-borne commerce for the coming fiscal year.

It is true that large balances are on hand to the credit of certain specific river and harbor projects. But those balances are not available for the work for which estimates were made

by the engineers in accordance with the substitute to be offered by the gentleman from North Carolina. In many instances these balances are not available for the projects for which appropriated because conditions for their expenditure have not yet been complied with. The estimates of the engineers were based upon a full consideration of these sums. These balances are not abnormal but such as commonly carry over from year to year, due to various reasons, largely unavoidable.

This Congress, following the war, appropriated only \$12,000,000 for the current fiscal year. Thus it is manifest that the total appropriation for the present and future fiscal years only slightly exceed the average annual appropriation for the last 17 years, notwithstanding the increased need of work created by the war neglect and the increased demands of our commerce.

It is manifest that this bill can not meet the needs of the country. I am not convinced that those responsible for it are either friendly to river and harbor legislation or that they have an adequate grasp of the transportation problem that confronts the country. This bill is makeshift legislation that simply attempts no more than to "do something" for rivers and harbors. It fails to recognize or meet or attempt to solve one important phase of our transportation problems. It is a continuation of the policy of "repression and procrastination."

In 1908 President Roosevelt, in a message to Congress dealing with water transportation, declared "We have suffered heavily in the past from the lack of adequate transportation facilities, and unless a beginning is made promptly we shall suffer still more heavily in the future." Referring further to a lack of a positive policy as to inland waterways he said, in the absence of a comprehensive plan, the course followed had been one of "repression and procrastination."

For a failure to deal adequately with our transportation problems we have reached that time when we have suffered "still more heavily."

When Roosevelt left the Presidency our total foreign commerce was less than \$3,500,000,000. Last year it was over \$13,500,000,000. Last year the balance of trade in favor of this country was practically \$3,000,000,000, one of the greatest commercial assets ever realized from international trade. In the last year of Roosevelt's administration our merchant marine was of inconsequential size. To-day it is second among the nations of the world. America wants that merchant marine and the trade it carries, as well as the cheaper rates that water transportation can afford inland.

Glance at the map of the United States, locate our great productive sections and you will realize that transportation is one of the greatest concrete problems of America. We have over 25,000 miles of navigable waterways permeating these great inland sections of the United States, connecting producing, commercial, consuming, and exporting centers, the success of each of which is dependent on the other. In the same message, above mentioned, President Roosevelt declared: "The rivers of no other civilized country are so poorly developed, so little used, or play so small a part in the industrial life of the Nation as those of the United States. In view of the use made of rivers elsewhere, the failure to use our own is astonishing."

This Congress has attempted to meet the responsibility of solving the problem of transportation as to railroads. Last year this Congress passed a law guaranteeing the railroads a profit of 5½ per cent. Within the first six months the period covered, this country incurred an obligation to the railroads of \$600,000,000 to make good the guaranty. In other words, the taxpayers of the country are going to take from their pockets \$100,000,000 a month for that period and pay it to the owners of railroads as a profit to encourage railroad transportation. We have thus taxed the producing sections of the country to encourage railroad transportation. By this bill we propose to expend only one-fortieth of that amount to improve the natural freight routes, that, if properly handled, would give the cheapest possible transportation to the great producing sections of the country.

I am not, at this time, questioning the wisdom or unwisdom of the course of Congress for its appropriations to the railroads, but I am asserting the unwisdom, in the face of our harassing transportation problems, of longer neglecting to avail ourselves of water routes that nature has so amply provided, and which can afford much relief to the fundamental difficulties of our present transportation situation.

We impose this burden upon the taxpayers of the country in the face of falling prices and an increase of freight rates that is to-day one of the most concrete and acute causes of our financial depression. The increase of freight rates from 15 to 50 per cent in the face of falling prices has been a burden that the producing centers of this country could never bear without

depression and discouragement. Farm products are decaying in the fields, in some instances because they can not bear the increased traffic rates.

No one can deny the necessity of economy. No one can deny that improvements should not be undertaken, which do not offer results comparable to expenditures. Economy in river and harbor legislation does not consist of withholding funds for needed improvements any more than it is economy to cripple any essential function of the Government by withholding necessary financial support. The man who buried the talents saved his money, but the man who made good use of them economized and profited. It is a false political philosophy to withhold money from essential service and cripple the functions of the Government and call it "economy" or "money saving." The theory that all money not spent is "saved" is based on the assumption that all money spent is wasted.

I hope that this Congress will no longer pursue a course that tends to handicap the commerce and prosperity of the country. The transportation problem is vital, monumental, and pressing. The water feature of it is of vast importance. The transportation charge is a charge against every pound of food and clothing and article transported that enters into the cost paid by the consumers.

No one can be oblivious to this problem. The meeting of the water transportation situation requires courage, efficiency, and economy, and that business foresight that comprehends the economy of expenditure to-day that will ultimately return manifold to-morrow.

I shall vote for the substitute that in a modest, yet a more comprehensive way, attempts to meet the needs of our commerce to provide for the transportation of the country.

Financing the Exportation of Agricultural Products.

SPEECH

OF

HON. GEORGE M. YOUNG,

OF NORTH DAKOTA.

IN THE HOUSE OF REPRESENTATIVES,

Saturday, December 18, 1920.

The House in Committee of the Whole House on the state of the Union had under consideration S. J. Res. 212, directing the War Finance Corporation to take certain action for the relief of the present depression in the agricultural sections of the country, and for other purposes.

Mr. YOUNG of North Dakota. Mr. Chairman, producers on the farms of our great country are in a critical condition. They are on one hand subjected to ruinous competition from the dumping of agricultural products from countries whose production costs are lower than ours, and on the other by a breakdown in the financial structure, which interferes in a disastrous way with the marketing of their products.

It can not be denied that while the War Finance Corporation was in operation it was of great benefit not only to farmers but to all the business interests of the country. In seeking to have it revived we do so with the conviction that it will not only help us but stimulate and help all other industries. This will be true if those who administer the law are sympathetic and if those who have commodities for export avail themselves of the credit facilities which will be made available by the passage of this bill.

Of course, other legislation is imperatively needed. If the Supreme Court decision is adverse in respect to the Federal farm loan law, it will be necessary to pass a new law to correct the blemishes in the present law disclosed by the Supreme Court decision. Farm loans are greatly needed in North Dakota at this time. If a favorable decision comes quickly from the United States Supreme Court, as is now hoped for, it will go far to bridge over the present difficulties in our State. But even with plenty of money available for farm loans it will hardly meet our requirements. The situation in North Dakota and Montana is more serious than in other portions of the West. Unless relief comes in the shape of higher prices for grain and live stock or adequate credit facilities thousands of our farmers will be obliged to leave their farms.

Mr. Chairman, the passage of the bill now before the House may not cure this situation. I suspect it will only go part way. But it will undoubtedly help the farmers of the Nation, and through them indirectly all the people of the Nation. I hope the bill will pass and receive the approval of the President.

EXTENSION OF REMARKS
OF
HON. BENJAMIN F. WELTY,
OF OHIO,

IN THE HOUSE OF REPRESENTATIVES,

Friday, March 4, 1921.

Mr. WELTY. Mr. Speaker, leave having been granted to me to extend my remarks on the immigration question, I beg to submit the following:

MELTING POT—IS IT A MISNOMER?
HISTORY OF THE LITERACY TEST ACT.

The subject of immigration has never been given serious consideration during the old immigration period which closed about the year 1882. Before that time most of our immigrants came from northern and western Europe and soon became a part of our national life, because they came here to stay. However, after that date a new immigration set in from southern and eastern Europe; that is, from southern Italy, Spain, Portugal, the Balkan States, Austria-Hungary, and Russia. The old immigrant mostly settled on the farm and became a producer, while the new immigrant remains in the larger cities.

The first great agitation on immigration which became nation-wide started about a decade after this new immigration had set in. Congress passed bills of a restrictive nature, and each was vetoed by the President. The last time Congress by a two-thirds vote passed the same over the President's veto.

The first time such a bill came up in Congress was during Cleveland's administration, and by him vetoed March 2, 1897, and the next time the literacy test was vetoed by President Taft, February 14, 1913, while President Wilson vetoed it January 28, 1915, and again January 28, 1917.

The measure passed was not what could be termed constructive in its nature, but was intended to restrict immigration. In addition to the requirement of a literacy test, the bill made it unlawful to contract for foreign labor and sending money to bring aliens to this country. In addition, it excluded the pauper or those who might become a public charge, those suffering with diseases, as well as the anarchist and their class, who might endanger our Government. It also made it unlawful for certain Asiatics to immigrate. The proponents of this measure had, at least, two well organized forces advocating the passage of this measure—the labor unions of our country and the anti-Asiatics.

THE JAPANESE PROBLEM IN AMERICA.

During the Russian-Japanese War this country was neutral, but the sympathy of her people was decidedly pro-Japanese. Just why, few seemed to analyze. It was probably because the American spirit loves fair play, and from the size of each country, as shown by the map, they naturally sympathized with Japan because they believed she was the "under dog."

It was not because we had any grievance against Russia, for our relations had been most pleasant and friendly. After that war the Japanese began to feel their oats and a sudden change came over our people. It was not very long that the sentiment changed to anti-Japanese to such an extent that Congress was about to pass a law excluding all Japanese from our land. This touched the Japanese pride to such an extent that many Japanese advocated war with the United States in order to establish their equality with the American. This led to what is known as the "gentlemen's agreement," under the direction of President Roosevelt, in which the Mikado of Japan agreed not to permit his people to emigrate to our country. Just what this agreement is no one seems to know. This country has no written evidence of what it contains—probably the only time in our history where a verbal agreement was made which had all the force and effect of a treaty.

The Japanese are very sensitive and it was feared by their representatives that it might give offense to their people to be placed on the same plane as the Chinese, who were excluded by law. They were already inflamed because of the anti-Japanese sentiment in this country, and said that it would only add fuel if the agreement were put in writing. They gave the assurance that the Mikado would carry out its provisions by refusing to grant passports to his subjects who wanted to emigrate to America.

About that time much was printed and said about the Japanese immigrants flocking to our western shores. Statesmen and near statesmen and jingoes, both in Japan and America, inflamed the people to such an extent that many in both countries believed that our next war would be with Japan. One only had to listen to such speakers as Capt. Hobson and others

and he could see the little Jap climbing over the Rockies and descending the Mississippi Valley to destroy the same before we could muster an army, and in order to save the fertile valley east of the Mississippi we could only stop the war by giving them everything west of the Rockies.

The situation became so tense that Mr. Bryan, then Secretary of State, made a hurried trip to California to urge Gov. Johnson and the legislature not to pass a bill which was offensive to the Japanese because of discrimination against them.

It was then I first began to make a study of our immigration question, with a hope that some measure could be passed excluding all those who would not fit into our national life, without giving offense, as the Californians had done in their land and school legislation.

These matters had a profound impression on my mind, because I do not believe any person in a representative capacity has any right to make political capital of these matters. No sovereign State should continue to give willful and deliberate offense to other nations when the question can be solved in a righteous manner and without giving offense. If a sovereign State does not want her alien population to own and hold real estate, they could pass a general law affecting all aliens and not single out the aliens of one nation.

Some time ago, according to press reports, the chairman of our Committee on Foreign Relations, upon his return from a visit to the Orient, said that we should possess the largest navy in the world. A bill was filed by the chairman of the Committee on Military Affairs advocating universal military training, and when both of these policies received support from the Secretaries of War and Navy, Japan without debate voted 600,000,000 yen for the navy. All this in the face of efforts to bring about better relations between nations. Each talking peace and attempting to establish tribunals where our differences can be settled without resorting to arms, and at the same time building larger navies and advocating a large standing army on the theory that they, after all, are our best agencies for peace.

Neither Japan nor any other nation can or will deny us the right to regulate and control our immigration policy, and with that commonly understood we as a Christian and intelligent Nation should attempt to seek some solution without giving offense by passing special legislation affecting the nationals of only one country.

THE ALIEN IN LARGE CITIES.

The matter of immigration was further impressed on my mind while special counsel of the Department of Justice some years ago. A visit to New York and Chicago revealed the fact that about three-fourths of the population constituted foreign born and their children. Statistics alone would not have made much of an impression had I not found these different national groups in settlements where each group spoke its native language and were controlled by habits and customs prevailing in the country from whence they came.

Here one can find little Poland, little Italy, and the Jewish ghetto just as one would expect to find it in Europe, each insisting that our national life should assume their language, customs, and habits of life. What a motley crowd we do find in this crucible of God where the different nationalities tenaciously hold on to life found in Europe!

THE MELTING POT.

Is it any wonder that the immigration question has become a burning question when statistics show that here in this country we have the second largest Polish city and the largest Jewish city in the world? Some one has written a drama entitled "The Melting Pot," where one of the actors was made to exclaim in ecstasy, "America is God's crucible, the great melting pot, where all the races of Europe are meeting and re-forming! I see them at Ellis Island * * * with 50 languages and histories * * * 50 blood hatreds and rivalries—Germans and Frenchmen, Irishmen and Englishmen, Jews and Russians—into the crucible with you all! God is making the American."

Then at another stage of the play the author has an actor to exclaim in dramatic fashion, "There she lies, the great melting pot—listen! Can't you hear the roaring and bubbling? There gapes her mouth—the harbor where a thousand mammoth feeders come from the ends of the world to pour in their human freight. Ah, what a stirring and a seething! Celt and Latin, Slav and Teuton, Greek and Syrian—black and yellow, Jew and gentile—yes; east and west, north and south, the palm and the pine, the pole and the Equator, the crescent and the cross—how the great Alchemist melts and fuses, melts and fuses them with his purging flame! There shall they all unite to build the republic of man and the kingdom of God."

How beautiful these words. How true during the early history of our national life, when we received a class of immigrants from northern and western Europe, 95 per cent of whom went on farms and became producers. But, what must one conclude with a visit to our large cities, and especially the steel and coal regions, where about 40 per cent of those working in the steel mills and our coal mines are unable to read and write the languages used by others where they are employed, and many of them are not able to understand a word spoken in English. Melting pot? Is it just a dream and beautiful theory, a poetical fancy? Or is it a misnomer, and has God ceased to concern Himself with His crucible? These are questions we can not escape.

MEMBER OF IMMIGRATION COMMITTEE.

When I became a Member of Congress, I asked for assignment on the Immigration Committee. This request seemed to arouse suspicion, because, as I said before, the country had just finished a 20-year fight between the executive and legislative branches of our Government restricting immigration.

This bill was passed over the President's veto February 5, 1917, and I became a Member of Congress on the following March 4. The late Judge Burnett was chairman of that committee and the father of the bill, and, of course, would object if a new Member would be placed on that committee who was inclined to agree with the President on the literacy test. And I might say in passing that no member of the majority in Congress will likely be placed on a committee if the chairman of the committee raise an objection. When Chairman Burnett was assured that I did not seek membership on the committee with a hope of undoing what it had taken Congress 20 years to do, he readily consented to my membership on the committee.

I found that it was not such an easy task to draft a comprehensive and constructive measure which would take the immigration question out of politics and the power of the demagogue who hopes to ride into power by inflaming the voter on the race question. Again, I found a decided sentiment in the committee in favor of excluding the Japanese by law whenever it was found that they in any manner violated the "gentlemen's agreement," and they had little faith in anyone's ability to draft a law where exclusion depended on the assimilation of those of that national or ethnic group already in this country.

BILL AND HISTORY OF SAME.

Numerous drafts for bills were prepared and some filed, but the final draft did not find its way in the legislative hopper until May 20, 1920, too late for any consideration by Congress at that session. Efforts were made to have a similar bill introduced in the Senate, but it was unavailing because the legislators were then marking time and waiting action of the two great political parties in convention assembled.

The Republican convention assembled at Chicago incorporated the principles of my bill in their platform, and the Democratic platform also contained a plank on immigration, but it did not specifically contain the features of my bill.

The bill provides for an immigration board and a standard to be reached by every alien before he becomes a citizen. This board is limited in its admission of immigrants to 10 per cent of those of that national group being naturalized during a given period, but can automatically exclude all if conditions warrant, thus transferring the power of exclusion from the political arena to a competent board.

After the election Senator STERLING introduced a bill in the Senate embodying these principles and Congressman VAILE filed a copy in the House.

HOW EUROPE REGARDED AMERICA.

It is, indeed, interesting to note how Europe regarded America in its early developments. No doubt England breathed more freely when the Pilgrim Fathers left for Holland, and this little country was not at all sorry to see them depart, because they seemed a peculiar people and a disturbing factor.

The Huguenots in France did not receive the blessings of that country when they departed. Roger Williams and many others were considered outlaws in the country from whence they came. The crowned heads of Europe had little faith in the band of outlaws led by Washington and sneered at our Declaration of Independence and Constitution. The nobility looked upon these early patriots much as we now do on Lenin and Trotsky and their followers.

Thus, it is not surprising to find that England and the nations of continental Europe sentenced criminals to serve time in the land of internal disputes, Indian warfare, and massacres.

This condition prevailed as late as Van Buren's administration. A sharp note from this President to England brought assurance from that source that the practice would stop.

The first serious complaint in the matter of immigration was when we were compelled to build and maintain poorhouses and when it was found that from one-half to two-thirds of its inmates were foreigners. Upon investigation it was learned that officers of almshouses in England and continental Europe made it a practice to furnish passage to America for the poor under their protection.

Another class in Europe who are denied admittance now are the indented—those who sell themselves into years of future servitude to the person furnishing the passage. Thus, when they could not procure enough slaves from Africa, they found a ready market in Europe where the white population seemed willing to mortgage their bodies for a term of years in order to come to America.

However, this condition was largely overcome because these same countries also furnished us a volunteer class of immigrants superior to those already here. The fact that there seemed to be so much room on our broad plains of the West gave those here little concern about immigration; for that is what they wanted. It must have been rather lonely for a man all alone in the midst of so much fertile land, when the nearest neighbor was miles away and when he had to travel 25 to 100 miles to market. He no doubt was mighty glad to have some human companion, even though he had no certificate showing good morals. In fact, men who carried certificate of moral character at that time for introduction were likely to create a suspicion by raising the question.

Thus it seems that the only immigration question which concerned our fathers was largely how to procure more immigrants. The only time they became concerned was when a tax had to be levied to build and maintain poorhouses. Their jails were not crowded as they are now because justice was swift. At least the horse thief thought so when he found a rope around his neck within a few minutes after it was learned that he stole the horse.

Each immigrant then was given at least a square deal upon his arrival here. It did not concern the natives if he was sentenced to this country by a judge in Europe, just so he behaved himself while here. The man who was willing to hire himself out for passage to this country was a mighty good American before he started, or else he would not have agreed to the contract of indenture.

European courts ceased to sentence their criminals after we became more respected as a nation, for a sentence to America then did not deter but rather encourage crime.

NEW IMMIGRANT.

However, these were during the days of the old immigration period when our immigrants came from northern and western Europe, 95 per cent of whom settled on farms and became producers.

It is the new immigrant from southern and eastern Europe who has been coming in larger and ever larger numbers, settling in cities, that has raised a serious question in our land. These immigrants are the descendants of the remnants of a former immigration. As a class, they are inferior to those of northern and western Europe. And naturally so, because those who had migrated from there were able-bodied, with strong minds and courageous hearts, willing to make the sacrifice.

Thus we see a marked contrast between the old immigrant coming here before 1882 and those who came after that date.

IN THE STEEL MILLS.

A visit to the steel mills and the coal mines and a study of the home life of the foreigners there will probably explain why so many books have been written on immigration and why the subject has been pressing for a solution from Congress. There you will find men working from 12 to 14 hours a day and 7 days a week, because they hope thus to earn more and the sooner be able to return to their homes in Europe. They seldom come in contact with any American except a few in the mill. And often those in the mill belong to their nationality. Of course they will not become Americans, because they do not care for our country and its people, save and except as they might help them to return after they have earned sufficient to keep them in comfortable circumstances after their return.

Then again we have the class who bring their families as soon as they have earned sufficient to pay for their passage. A man of this class hopes that when they do come he will not be compelled to work so many hours during the week. But he will find that the wife and children must be fed, clothed, and housed. If he asks for shorter hours, he must accept less pay. Two courses are open to him—one is to work as long as his companions who came here simply to earn money, or work less and practice stricter economy by depriving the family of comforts of a home. If the alien loves his family he will earn all the money he can so that they might have plenty to eat, good

clothes to wear, and a respectable place to live. But what happens with this man who wants to live the life of an average workman? He may eat two meals at home but is unable to see much of his wife and family because he finds that each day has only 24 hours, and if he sleeps 8 hours and is compelled to work 12 hours, he will have only 4 hours to go to and from his work and for his meals. I need not tell you that he will have very little time to feed his chickens, gather the eggs, and play with the children. "As for church and Sunday school, why he does not know that we have such an institution in America, only as his family might tell him while he washes himself and eats his meals.

Each of us may be able to work 12 and 14 hours for a few days or weeks, but it would probably become monotonous to most of us if we had to keep it up day after day and year after year. The report of the interchurch movement shows that about 52 per cent of the employees in the steel mills work on an average of 12 hours a day and 7 days a week and 52 weeks a year. Is it any wonder these men will finally refuse to work any longer? Is it any wonder that they plead with the commission to bring about a condition where they could become acquainted with their families?

There was one case which came to the attention of the commission, where a young man urged shorter hours, so that he might get acquainted with the rest of his family. He said that he had just buried his little girl, whom he did not know, because when he came home she was asleep and when he left in the morning she was still sleeping. He was trying to pay for his home, and was afraid of being discharged if he should ask for shorter hours. This is only one of a thousand cases. Can we blame them if they do not learn our language and live our life?

Most of these foreigners have no opportunity to come in contact with American life. They usually work and live with those of their own nationality.

IS THE GOVERNMENT PROFITEERING ON THE IMMIGRANT?

Our Government has made no provision to teach them our language. Their children go to school, but the immigrant has no opportunity except as local communities may provide. When this immigrant reaches Ellis Island we demand that he pay a head tax of \$8, and then when he becomes naturalized we charge him \$5 more.

Before the war the average immigration was approximately 1,000,000. Every one of these aliens would pay \$8 into our Treasury at Washington as an entrance fee, making \$8,000,000 these foreigners pay us, and then if all should become naturalized they will pay \$5,000,000 more, making a total of \$13,000,000 they pay into our Treasury.

PROPAGANDA NECESSARY TO ENACT LAWS.

These matters have made a deep impression on my mind, and I hoped for some solution from Congress of a constructive character, so that we might have a common language in order to express the spirit and soul of America. But it seems that Congress only enacts laws crystallized by the sentiment of a large majority of its people as expressed by propaganda through the mails. Fully realizing that Congress would not pass any legislation unless urged to do so, I asked those in favor of a constructive immigration policy to form a living and continuing organization, so that, even though Members of Congress come and go, this organization will always be on hand urging the passage of wholesome laws tending to assist in the solution of these problems. And you know that is the only way that anything can be accomplished at Washington. The people can elect Members of Congress for only two years, and then when a Member does something for his country and there is some opposition, because it is not understood, some likeable chap who wants the honor usually is elected.

Lincoln once said of Congress that it reminded him of a farmer who annually kept plowing around a tree which fell into one of his fertile fields. When his neighbors asked why he did so, the farmer replied, "Well, the tree is too soggy to burn, and too tough to chop, and too heavy to haul away. So I do the next best thing, just plow around it."

So it is with Congress. These great problems come and everyone will admit that it will remain a problem until solved, but whenever he examines it, he usually finds it like the farmer, and the Members usually are found plowing around, hoping that their successors will find better opportunities to tackle the job. During the war, we only passed such emergency legislation as conditions warranted. When the whole world was at war, we had practically no immigrants, but as the war progressed and we began to send not only our men but dollars to Europe, it soon became evident that we would be the only creditor Nation.

EXCLUSION BILL.

That being true, hard times must follow in Europe of which we can know nothing, only as we read it in the press. It was because of this foresight that Chairman Burnett requested our committee to consider an exclusion bill so as to prevent a flood of immigration which must follow the war.

This bill was again considered by the committee during the third session of the Sixty-sixth Congress and by that Congress passed over, thus postponing the day of solution to another Congress.

LIGHT SHED BY THE DRAFT DURING THE WAR.

The draft law required all between the ages of 18 and 45 to register. The figures show that 3,877,083 of all those so registered were aliens, and out of a total registration of 24,588,390, 7,754,166 were aliens and 2,673,634 naturalized citizens, making a total of 10,427,800 born abroad of all those who registered between the ages of 18 and 45, or a little less than one-half the persons registering between those ages were aliens and their children. To this must be added a larger population of foreigners who went back to fight in order to be with those who spoke their mother tongue.

ELLIS ISLAND DURING THE WAR.

Because of these conditions the Committee on Immigration of the House made an exhaustive investigation of the immigration question. It made visits to Ellis Island for the purpose of examining the character of the immigrant. During the war we visited the island to investigate the complaint of those held for deportation. Here we found hundreds of violent and dangerous citizens entertaining ill-will toward our Government. Afterwards 452 were in custody and 249 were sent to Russia on the *Buford*.

Most of these were bitter and sullen, cursing our officers. One young man we examined spoke good English and considered deportation only a joke. Said he would come back soon, and added, "When I do, then watch out." When asked if he would burn buildings and destroy property, he said, laughingly, "No; I will come back to crack skulls and keep the property. When that day comes I pity you." One of these men had a brother who was a Government employee. The young man who was about to be deported worked in a coal mine when he first came here, where he received fairly good wages but had no home life. His home was a small room; the food was poor. He became dissatisfied and moved on to another place. After he was there a while he found conditions very little improved and moved on to a third mine where he found little change. He did not come in contact with American life and found no one who seemed to care for him. All he did was work, eat, and sleep without any opportunity to become acquainted. He soon moved on, and not finding conditions any different concluded that America was no better than autocratic Russia. His life became more bitter as time went on, and he cursed the day he sailed to this much-advertised land of liberty and opportunity. It was while in that frame of mind that he joined a communist party, hoping to be able to destroy "the system" and help build a new one where each had an equal opportunity. The war came on and he was caught by Government officers and admitted he was an anarchist and hoped that some day he could destroy our Government. His brother came here and settled in a small community. His landlady was a Christian, motherly woman, who kept roomers in order to help pay expenses. At first she found that his bed was rather dirty, and when she learned that he slept in his working clothes she made him a present of a sleeping gown, but he would not use it until the good woman urged him to use the same. Later on, she suggested that he could use the bathroom. But he continued to pass by without taking a bath. So one Saturday night the good lady had the water all ready, not too hot nor too cold, and asked him to take a bath, suggesting that he would not only feel better, but sleep better. This was too much for this long-whiskered Russian and he asked her if this was not a land of liberty. The landlady explained that ours was a Government of laws, and one of the laws required us to keep clean, and that he must take a bath if he cared to room with her any longer.

The good woman had been so kind and motherly to him that he was rather surprised at her language and he thought best to take a bath. To his surprise, he found that he slept better that night than at any time before. It was not long before he found himself in a class learning English. He cut his hair and shaved, and later on he found himself going to the same Sabbath school and church with the good mother of the home.

It was not long before he saw something in his teacher that he liked, and rumors had it that his glances and attentions to the teacher indicated a church wedding. Now this young man is holding down a Government position, the father of two bright

children, looking forward to the day when the boy would be the head of his Government. One disloyal and the other intensely loyal, willing to give his life that the Government might live, all because of environment and opportunity.

Do you not think it would pay us as a Nation if we saw to it that both of these aliens were able to see American life?

ELLIS ISLAND AFTER THE WAR.

Later on and after the war the committee made other visits when immigrants began to pour into this country in such large numbers that it was almost impossible to handle them. Here we found them huddled in rooms not adequate for their accommodation. For instance, about 700 occupied one large room, men, women, and children sleeping on the stone floor without any blankets. Mothers with their infant babies all occupying this room, sleeping on the stone floor because of lack of accommodations. To make matters worse, the employees permitted these immigrants to use only one toilet, when the room had access to one for men and another for women. When asked why this, their only reply was that it required more work to keep two clean than one.

It was also learned that not one of these immigrants was furnished with a towel. Each had to use aprons or what they could find. Upon inquiry, it was learned that the Government had on hand 3,600 towels that had not been used for years, but the employees would not furnish the same because it required more work.

In the dining room we found long tables at which they ate, but here, too, these immigrants were denied the use of the hydrants because water would be spilled on the floor, and the employees gave as a reason for this neglect the fact that it required more work to clean up the mess.

Thus you will see some impressions these poor immigrants received on reaching Ellis Island.

When the new commissioner was installed, one of the first things that he did was to give these immigrants the privilege of the island, so that they might enjoy the air, sunshine, and blue sky. The employees demurred at this innovation because the immigrant does not care for this, but the first evening in June, 1920, when they were permitted God's free air and sunshine, some of these employees found that these immigrants, after all, were human, for they preferred the outdoors to the hard tile floor in a room badly ventilated.

There were two reasons for this neglect, first, they were short of help because of the influx of the new immigration, and second, these employees were protected by civil service and some of them felt secure in their jobs.

FIRST GLIMPSE OF AMERICA BY THE IMMIGRANT.

No one, I suppose, can fully appreciate just how an immigrant feels when he first arrives at Ellis Island.

In one of our visits to the island we went down the bay with the inspectors and met an incoming liner. We happened to board one of the Holland-American type. These boats coming from Holland carry the best class of immigrants from all parts of Europe and are considered among the best steamers.

While the inspection was going on the boat steamed slowly up the bay. In mingling among the steerage class I saw hundreds on deck waving handkerchiefs and shouting. At first I supposed that each had seen some friend in New York. When this continued for some time, I looked to see the persons waiting for them, when to my surprise my eyes could distinguish in the distance only skyscrapers with the blue sky as a background. I asked some of them what they were waving at, and they said, "America—the buildings." They had seen pictures in Europe of the tall buildings of New York and now they had at last come to what they thought the end of their journey—America. Poor people! If they only knew how long some must wait at Ellis Island before they could pass on to the mainland. Here they were like children with their luggage all ready to leave the boat.

DETAINED, WAITING FOR APPEAL TO WASHINGTON.

The last time our committee was in New York we found some very remarkable cases, showing just how long some of these must wait.

One case was where the father had sent for his wife and family of five children. One boy of 12 had lost his passport and was not permitted to land. The father appealed to the Secretary of Labor, and from there it was transmitted to the Secretary of State, and back again through the Secretary of Labor, and thence to New York.

Another was a young woman who came to America to marry a sweetheart of hers. The young man had been here for eight years and had taken out naturalization papers, living in California, where he just recently purchased a ranch and came all

the way to meet his bride in New York, but she was not permitted to pass because of the literacy test.

Thus I could give you instances after instances which occur daily. We found a family of man and wife with three children, from Poland, who sold everything they had and had been on the way four months traveling through Europe attempting to come to America. When they left, they thought they had plenty of money to get a new start here, but found themselves penniless when they finally left the island. Tragic! There are more tears at Ellis Island than anywhere else. Tears of broken hearts once full of hope. Why could the big Governments of the world do nothing to make this examination before these poor people left on their long journey? Why permit them to travel for months under conditions which are not normal only to disappoint them when their hearts are grateful because they have reached the end of their journey?

One of the provisions of the proposed legislation attempts to relieve this condition by authorizing the President to call a conference of the nations furnishing us these immigrants.

TWO VIEWS ON IMMIGRATION.

In this country we find two extreme views on immigration. There are those who want to exclude all, and, on the other hand, we have those who want to remove every barrier so that all may freely come and go. A certain author expresses his views best in the following language:

If the physiologic principle we have endeavored to establish is correct, it follows that America preeminently owes its growth and prosperity to the amalgamation of foreign blood. To cut off, therefore, or to discourage its influx will be to check the current from which our very life is drawn. The better course is evidently to welcome and provide for this tide of immigration, rather than to oppose and turn it away; to cherish the good influence it brings and regulate the bad, rather than to trample them both under foot. What, though the population which is annually cast upon American shores is all of the filthiest and most degraded kind. The farmer might as well complain of the black and reeking soil into which his seed is dropped, as the statesman of such materials as these. * * * Let us welcome the houseless and the naked of every land to American shores; in the boundless forests of the North and the South there is room to make a home for them all.

Let us invite the ill fed, of the starving of every grade, to partake of American abundance; on the fertile fields of the West there grows corn enough to feed them all. Let us urge the oppressed and the downtrodden of every name to the blessings of American freedom. The Star-Spangled Banner is broad enough to cover, and the eagle that sits over it is strong enough to defend them all.

This I do not believe expresses the modern thought of America.

It might have expressed the sentiment during the early history of our country and up to the period of the Spanish-American War. But the thought is not in harmony with the minds making recent investigations.

One time England had a law on her statute books which made it unlawful for any alien to live in England and gave authority for his arrest wherever he may be found.

Our country can easily accommodate and maintain twice her present population if there is a proper distribution. What our Congress should do is to enact some comprehensive measure providing for a proper inspection of all immigrants at the port of embarkation which will exclude the physically, mentally, and morally defective and those preaching the doctrine of hate and destruction. In other words, we should admit all who will assimilate into our national life and point out a place where they might engage in a useful occupation.

The brightest hope of our national life is the child of our producing immigrant. The child will not only speak English, but he will fall into American customs and accept American ideals. From his earliest days he looks upon his parents' country as foreign. I knew a family of boys whose grandfather immigrated from Switzerland with their father while only in his teens and settled on a farm in the Mississippi Valley. Naturally, the father longed for the beautiful scenes of his boyhood days on the slopes of the Swiss Alps. He often compared the flat country of the valley with the beautiful snow-capped Swiss mountains. The comparison being not in favor of this country irritated the boys, and every time they heard this ill comparison they became more strongly attached to the lowlands in the valley, until finally they asked among themselves, "Why does not dad return if he likes it better in Europe?" One day they were all delighted when the father announced a visit to his place of birth. Only three months' visit made the father long for his adopted home in America.

Recently I heard a story from the lower East Side, New York, of a boy being brought before the judge. The boy was disobedient and unruly and a menace to the peace of certain people in the neighborhood. The Judge asked the father why it was he did not hold the boy in restraint. His reply was that he could not make his son obey; he would fight back. The judge

questioned the boy. "Geiseppe, how old are you?" "Thirteen." "Where were you born?" "In New York." "Where was your father born?" "On the other side." "Why don't you obey your father; why do you fight back?" "Judge, I ain't going to let no foreigner whip me." While this may be a severe example, yet it portrays the plastic mind subjected to American influence.

ASSIMILATION.

Now, the proposed pending legislation in Congress provides that immigration shall depend upon the assimilability of each ethnic or national group already here. That is, if those of that group do not assimilate, no others should come. In other words, the proposed legislation will make it impossible for more of that ethnic group to land on our shores because those here have not entered into our national life.

Just what is meant by assimilation may be confusing, and our anti-Japanese friends seem afraid that it provides a loophole to permit their coming in. And yet everyone who has spoken against Japanese immigration declares that the Japanese are unassimilable. If that is true, then they should not object to a law which places the burden of immigration upon the nationals of every country who come here. Thus, all differences between this country and Japan over immigration would at once be removed. Would this solution not be better than to increase our Army and Navy so we can lick both Japan and England at the same time? When our officials in authority recommended the largest Navy in the world, Japan at once voted millions for national defense, and in justification tell their people that they did so to keep America from destroying their homes, and of course England likewise is concerned when they find out that in a few years our Navy will outrank her navy on the seas. So, in order to save their faces from the taxpayers, she makes an offensive and defensive alliance with Japan. In case of war over our immigration policy, Japan will expect England to unsheathe her sword, just as Japan did in the World War, for Japan had no grievances against Germany, and her only reason for going to war was because of her obligation to England. Now, is it worth while to go to war to settle a question if a fair and just solution will bring about the same results? Why should California continue to give offense by aiming legislation at the Japanese, when a general law preventing all aliens from holding real estate would cease to give offense?

The same is true in the matter of immigration. Take this subject out of politics and transfer it to a board with power to base our future immigration on a percentage of those of that ethnic or national group assimilating and entering into our national life. Thus, we at once create a general standard applicable to all which can not give offense to any. We would then be in the position to tell each, "Here is our door; we welcome you into our midst provided you accept our standards of life. If not, that same door also swings outward, and our ships stand ready in our harbors to return you from whence you came."

Is it not time that we establish an American standard, just as other nations have a standard which is distinctive? But what do we mean by assimilation and an American standard? Are these vague terms, or have we some idea what they mean when applied to immigration? Webster defines the word "assimilation" "to be or become similar or like, to conform or become adapted, to be absorbed," while the Standard Dictionary defines the word "to change by assimilation, to cause to become a homogeneous part, to become alike."

These definitions are sufficient to give us some idea of the term. We best understand it from lessons in our physiology on the action of food as it passes into our body. It must first be digested before it can be assimilated, and it can not be assimilated while it rests in the stomach an undigested whole. It must be carried into the blood to feed and support, willing to lose identity in order that the body might continue to function.

Thus, an alien who insists that we should adopt the government of his birth when that government is opposed to our form can not conform so long as he is of that kind.

Before the war I heard an Englishman who had been in this country for 15 years attempt to convince an American that this country would be better off with a king and a nobility to look after our Government. Of course, they never could agree so long as one remained an Englishman and the other an American. I will say to this Englishman's credit that he never sought naturalization papers during the 15 years he was here. But for some reason he did not return in 1914 when his country called all able-bodied men to the colors.

A peculiar incident happened in this man's life. When we declared war and called on our men to defend the colors we

found hundreds of thousands here who were aliens and a large portion belonging to our allies who would not return to their own country, neither would they fight under our colors. So arrangements were made whereby an ally could come and get its nationals here.

It was not until then that this Englishman wanted to become a citizen. Our draft took men up to 45 years of age, while the English draft took them up to 50 years of age. The Englishman was over 45 and under 50. If this country accepted his naturalization papers, he would not have to go to war. If he remained an Englishman, he would be compelled to assume his fair share to support a government, be the head of that a King or a President. We did not accept him. Men of that type have no place in our life, for we can not digest, much less assimilate, them.

My shoemaker in Washington was a naturalized Italian and I found that he was very much incensed at our Government over the Fiume matter. He said I am an "Amerik," but I will never agree that Fiume should go to the Slovaks—and from reports every so-called Italian-American took that position. With them it was Italy and her interests first; especially was this true with those who had not taken out naturalization papers.

And then we have some of our Irish friends who insist that America should give England another licking in order to free Ireland.

On the 28th day of December, 1920, the New York World contained a portion of a letter from George Sylvester Viereck, calling a conference of the German-Americans at Chicago. The letter states as follows:

At present our duty, after the election has been favorably influenced by our organization, is to become active and to insist that the promises which were given to us by the party now in power should be fulfilled.

For information as to his own idea of what the conference would do, Mr. Viereck referred to proof of an article to appear in the January issue of the American Monthly, of which he is the editor. This says in part:

Other things being equal, the German element is entitled to participate with Americans of other racial contingents in Mr. Harding's administration. Failure to recognize the German element should compel the Americans of German descent to organize their political activities strictly along racial lines, either alone or in conjunction with other non-Anglo-Saxon elements, in order to obtain by political strategy their just share in the Government. The day might come when the Anglo-Saxon element would find itself in a helpless minority faced by a determined combination of Irish, Germans, and Scandinavians.

Is it possible we should make all of Europe's troubles our own? I ask you if any of these who so advocate are either digested or assimilated Americans?

I once heard Rabbi Wise say that his father was a student at Vienna when Lincoln was shot, and remarked to his fellow students:

Some day I hope to be able to live and make my home in the land of Lincoln.

That person was a true American before he started for America.

I remember that shortly after the declaration of war I was sent as a member of a committee to investigate conditions in the Hawaiian Islands.

While there we were invited to a dinner with all the foreign representatives. The Japanese and Chinese, as well as the French, English, Spanish, Italian, and other foreign representatives, were there. And, of course, each of us was called upon to say a few words. It so happened that a Japanese representative preceded me, and he justified separate schools for Japanese, so as to permit them to learn the Japanese language, customs, religion, and laws. I could not help but differ with him. In the course of my remarks, I said that separate schools only create suspicion and tend to maintain the difference between the Japanese and American children. I told them that some of our eastern people believe that the Japanese teach each boy to become a soldier to defend the Mikado, if necessary; which, I said, was only one example where a false impression was created, because I have found that all these reports were groundless.

I was surprised to find that my remarks were not received with favor, and other members of our group started to make apologies for me, one member even going so far as to tell the Japanese that they were superior in their dress to an American, and complimented them on their loose, flowing garments. My remarks were probably not diplomatic. But, is it not time that we speak frankly on these matters? At least, we have the satisfaction of being understood in the matter. If the Japanese want to come here, they must conform to our laws and customs just as other nationals. Some day we will either disperse

or deport all undigested foreign element which seems to annoy our system, because they can not assimilate with our life and become a part of us. Otherwise we are sure to build up the same class as now seems to curse all Europe when the son lives the same life as his father and grandfather.

A traveler told me the story of how the road of a certain class of Englishmen always leads to the poorhouse. He told how a young married man's life became more and more burdened because of increases in his family. When he had a family of six it seemed that by all manner of economy he had not a cent left for a rainy day when the next pay day came. Finally, when his mother died and his father was too old to work any longer, he took him in, too.

At first the father's little income helped along and lightened the burdens, but sickness soon took all he had. When the father noticed how unhappy his son was because his wages were not sufficient to keep the family and himself in food, clothing, and shelter, he suggested that the burdens would be made lighter if he should go to the poorhouse to live. At first the son demurred, but it was finally concluded that it might give the boy a chance to buy a home, after which the father could return and live with him.

So one day father and son started "over the hill to the poorhouse." When they came to a spring the father suggested that they take a drink and rest on the bench provided for passers-by. While the father was sitting on this bench he was overcome with emotions and with his face in his hands he wept bitterly. The boy was astonished, and asked the father what was the matter and what he could do for him.

The father said, "Never mind, my son, I will be all right. I was just thinking that it was 40 years ago to-day that my father and I sat on this very bench. I was then the son and took my father to the same poorhouse." The boy said, "Father, if you feel that way about it, we will go back home. We will be able to get along somehow." The father replied, "No, my son; I shall go to the poorhouse, but it hurts me to think of your burdens. I tried to give you children an opportunity and chance to earn more money so that you need not take the same course which my father took and I am now taking." And then he sobbed until his body shook, and said, "But I could not, I could not; it seemed as though everything was against me, and I just had a small amount left when I came to your home."

Do we want this system in America? Of course, I do not think we will ever have kings and the nobility. But the class where money is the ideal is far less human than the nobility.

There are two classes in this country who must be favored if this country continues as a Nation. The millionaire's son and the children born in poverty.

Some few years ago the papers were full about the birth of a son who became heir to \$30,000,000. Years passed on and nothing was heard of this young boy until one morning the papers again carried notices of the tragic death of this same child.

He had reached the age where he should have known some of the traffic rules in a city, but it seems that he knew nothing, for he constantly had with him two nurses who watched over him. He could not go out for a walk unless these two nurses accompanied him, one ahead of him and the other walking behind. It is said that it cost \$500 per month just to watch and guard him from all harm. One day while out walking the boy wanted some luscious fruit on a pushcart passing by. While the nurses were looking for some fruit, the boy walked around the wagon and an automobile came along, hit and knocked him to the pavement. His skull was crushed. He had not been permitted to think for himself. The nurses were there to tell him what to do and what not to do. Ninety-nine out of one hundred newsboys would have escaped injury, but the poor millionaire boy had no chance.

Some day I hope our inheritance laws will be such that every boy, be his parents rich or poor, will be required sooner or later to work for a living.

The man who produces must have a chance to provide not only a living for himself and family but a place he can call his own. For a nation is strongest when its people are content and happy; and that is impossible unless each has an opportunity to acquire a home he is willing to protect and defend.

Thus will we solve our immigration question, and only then can we say with the poet and philosopher, "What is the glory of Rome and Jerusalem, where all nations and races come to worship and look back, compared with the glory of America, where all races and nations come to labor and look forward?" and join in his cry, "Peace, peace, to all ye unborn millions, fated to fill this giant continent—the God of our children give you peace."

EXTENSION OF REMARKS

OF

HON. HERBERT C. PELL,

OF NEW YORK,

IN THE HOUSE OF REPRESENTATIVES,

Thursday, March 3, 1921.

Mr. PELL. Mr. Speaker, to-morrow will be inauguration day. People seem to think of it as the final curtain of a tragedy, but I can not help feeling that it is to be more like the opening of the last act of a melodrama. Things, of course, look bad. The one chance seriously to make an effort for world peace seems to be passing away from us, but I hope that it can come back and that in the apotheosis we will see the great dream made real. The American people can not suddenly be turned into broad-minded idealists, guided only by a sense of justice—that was Wilson's mistake—but neither can they suddenly be made to turn their backs on the great humanitarian thoughts that are the foundation of this country and turned overnight into sordid grubbers, inspired by nothing but selfish commercialism and private or partisan profit—that is the mistake of his enemies. Mistake for mistake, there can be no doubt which is the nobler.

I take the greatest satisfaction in the thought that during the heat of the past campaign and in the face of a gale of obloquy I never once allowed anyone to say that there was the slightest question of my loyalty to the program of Mr. Wilson.

It is not probable that a group of partisans will be able for long to deny to the world what it has wanted for ages and seen and almost reached so recently; but, of course, it is possible, and it is with that possibility in mind that I have so strongly advocated armament and preparation for war. If we are to continue the old conditions when only the strongest was safe, then I want this country to be the strongest.

I should regret to feel that the sacrifice, the energy, the unselfishness called out by the war had all been wasted and that nothing but the hatred and the loss remained. Ten million men have died—for what? Nothing or something. Who can tell?

We will soon learn whether or not they are right who think that they can safely disregard the aspiration for which so many lives were given on the ground that dead men cast no votes.

Wilson will be the hero of this drama—not perhaps in the flesh, although I hope it will be, but certainly in that great thought that his enemies do not even comprehend.

MEMORIAL ADDRESS

OF

HON. THOMAS W. HARRISON,

OF VIRGINIA,

IN THE HOUSE OF REPRESENTATIVES,

Sunday, February 13, 1921.

Mr. HARRISON. Mr. Speaker, those who have already addressed the House have, in appropriate language and glowing phrase, detailed the splendid public service of THOMAS STAPLES MARTIN to his country and sketched a loving portrait of his life. I can add no coloring to this portrait, but for many years Senator MARTIN has been my true and tried friend. On many occasions I have drawn upon his friendship, and on every occasion received from him unstinted testimonial of his affection. I can not, therefore, be silent on an occasion of this character and not lay my humble tribute upon the bier of my beloved friend.

I represent the district in which Senator MARTIN lived, and I speak for his daily associates and neighbors; people who loved him as one of their own household; people to whom his unofficial life was a beautiful inspiration. To such he was not so much the great Senator, swaying the destinies of the world, as the loving companion, the trusted counselor, and the ever-ready comrade in their daily trials and their small triumphs. His fidelity to his friends was never marred by one selfish consideration as to how it might affect his own fortunes. He served them at any cost and regardless of every sacrifice. Those of us who enjoyed his personal friendship feel we have enjoyed one of those priceless things which make life in this world worth while, and in his death have sustained a personal loss and bereavement that no tongue, however eloquent, can adequately express.

I have known Senator MARTIN for many years. As a member of the Virginia Senate I actively participated in that first political triumph which carried him into the United States Senate. As I look back now over years of political activity, there is no incident in my life that I recall with greater satisfaction than the fact that in that contest I was one of his supporters.

His services to his beloved State can never be sufficiently memorialized in song or story. As a mere boy he fought for constitutional liberty. In the glory of his manhood he became the political leader of her people. When he took charge of her political fortunes Virginia was struggling under the disasters incident to war and reconstruction and her people were impoverished and disheartened, struggling with great problems which threatened to destroy their civilization. Her great leaders had sacrificed their lives in her defense on the blood-stained battle fields which embraced almost the confines of her entire border. Virginia called upon him and he gave to her unstinted service. He led her out of the wilderness of her sorrows and difficulties, and when his eyes closed in death he had seen her pressing forward on the highway to the greatest prosperity her people had ever known.

In the broader field of national service Senator MARTIN's fidelity to his country made ravages upon his health and brought him to his grave, but those services enabled his country to meet triumphantly every emergency in the time of its greatest peril. He was a political servant in whom there was no guile.

I can not and shall not attempt to say more. His mortal remains find their resting place beneath the sod of his native State and are in the tender keeping of those who loved him most. There is no need to raise above his grave a monumental stone. He has erected "a monument more lasting than brass and more sublime than the regal elevation of pyramids, which neither the wasting shower, the unavailing north wind, or an innumerable succession of years and the flight of seasons shall be able to demolish." The monument he has erected is the imperishable love of a great race and a great people, and as long as Virginia is the home of the free he will not be forgotten.

MEMORIAL ADDRESS

OF

HON. EDWARD B. ALMON,

OF ALABAMA,

IN THE HOUSE OF REPRESENTATIVES,

Sunday, February 20, 1921.

Mr. ALMON. Mr. Speaker, it has been my good fortune and pleasure to know our friend and late colleague, FRED BLACKMON, for the past 20 years. I first knew him when we would meet at the capitol in Montgomery, Ala., when I was serving in either the senate or the house and he was in the senate. I remember how well he stood before the people of Alabama as a public man when he served in the capacity as senator from Calhoun County for 10 continuous years. I remember his reputation as a lawyer as well as a legislator in those days. He was regarded and considered as one of the brightest and most promising and most useful young men of Alabama. At the end of his 10 years' service in the Alabama Legislature he was honored by the people of the fourth district and sent to the Congress of the United States for 10 consecutive years, and has illustrated that same life and same character of usefulness and ability during the past 10 years in the service of the United States as a national legislator that he did as an Alabama lawmaker during the 10 preceding years.

I think that our colleague from Alabama [Mr. HUDDLESTON] struck the keynote when he said the outstanding characteristic of FRED BLACKMON was loyalty. He called attention so beautifully and so well to the different characteristics of loyalty that predominated in the character of Mr. BLACKMON. That accounted largely for his having so many friends. I never knew a public man who had more loyal friends than FRED BLACKMON. He was loyal to his friends, and even those who disagreed with him on public questions admired and respected him. He was a man of decided convictions and had the courage to stand by them, speak out, and vote his convictions on all occasions. His loyalty to his friends was beautiful. He was a man who did not find fault with his friends. He was a man who overlooked and did not criticize his friends if he found in them any faults and frailties. The last official act of our lamented friend was three weeks ago to-day when he presided over this

House on the occasion of the memorial services held in honor of the late Senator Bankhead, of Alabama, and when he walked out the door no one thought that that was the last time that he would appear in this House as he had appeared so continuously and with such distinguished ability for the last 10 years, and his death came to us as a great surprise and as a great shock. The Alabama delegation will miss him, and we shall always profit by many of the examples that he has set before us as a course that we should follow. We will profit by emulating many of his characteristics and traits of character. His character and public service have been so well portrayed here by different Members of this House, both from Alabama and other States, that I deem it unnecessary to take the further time of the House. He was my personal friend for the past 20 years. I was grieved greatly to hear of his death. I shall miss him as well as will the other Members of the House and the members of the Alabama delegation.

MEMORIAL ADDRESS

OF

HON. FINIS J. GARRETT,

OF TENNESSEE,

IN THE HOUSE OF REPRESENTATIVES,

Sunday, January 30, 1921.

The House had under consideration House resolution 658 for addresses on the life, character, and public service of Hon. JOHN H. BANKHEAD, late a Senator from the State of Alabama.

Mr. GARRETT. Mr. Speaker, I had not expected when I came into the Hall to participate in the ceremonies other than by appearing and showing my respect to a great man and my regard for those loved ones whom he has left behind, but since coming into the Chamber I have been invited to say a few words.

These thoughts come to me: Mr. BANKHEAD sought his country's honors that he might serve his country's good. I do not know whether we have followed his record closely enough or whether all have to appreciate the tremendous force that he has been in one particular line of governmental activity.

The last message of President Madison dealt with a constitutional question. It was the veto of an internal improvement bill. Gentlemen will find that the message itself, although not very long, carries with it a more extensive and exhaustive discussion from the constitutional standpoint of the right of the Federal Government to make appropriations for internal improvement than any other document, so far as I know. The question of internal improvements from that time on became a very sharp political question. It was not very many years after that message, and while those issues were still very much under discussion, that Senator BANKHEAD was born. The formative period of his life was spent during the time when this was one of the questions most frequently discussed, probably more frequently discussed than any other, except the question of slavery.

All of Senator BANKHEAD's mature life was linked with public activity. In its flower he was a soldier, and he went to the grave bearing honorable scars of honorable wounds, received in an honorable cause. Very shortly after that he became a member of the State legislature of his State, and later a representative in Congress, and then Senator. What attracted my attention to Senator BANKHEAD before I ever came to Congress was his advocacy of internal improvements, and the force with which he advocated them. It might seem that we are talking shop here to-day, and yet when we are honoring the memory of a man whose whole life was linked with legislation, how can we do otherwise than, in a way, talk shop? I do not know that he originated it, but I think Senator BANKHEAD developed and certainly put into effect the proposition of cooperation on the part of the Federal Government with the States in the matter of expenditure for internal improvements.

There perhaps had been some minor things antedating the passage of the road law, but that was the first great conspicuous measure that stands out in history whereby there was brought about what you may call the cooperative appropriation by the Federal Government and the State governments in the matter of internal improvements. Evidently Senator BANKHEAD did not agree with the thoughts that were set forth in the veto message of President Madison, and which constituted, wherever internal improvements were involved, the political issue during his early manhood. He believed in internal improvements. He did not doubt the constitutional power nor the constitutional

right of the Federal Government to make internal improvements, but he advanced the doctrine to the point where he brought about the cooperative movement between the Federal Government and the States which constitutes an entirely new practice. While he may not have originated the idea, he did first bring about its practical application, and I think that is the principal thing which will make him a historical character.

When one succeeds in engrafting an entirely new principle or practice in Government it renders him conspicuous and renders him historic, and Senator BANKHEAD's fame as a statesman will rest upon that. Of course, the personal affection which everyone who knew him had for him will not add to his fame in history, but to put a distinct principle into law and into the practice of a Nation does give him a place separate and apart from practically all of his fellows with whom he served in this House and in the other body.

Senator BANKHEAD was a most genial and lovable man in all his relations. Loyal to his friends, loyal to his party, loyal to his country, he wrought a great work in the world and has left to those who follow him an example of dignity, efficiency, and force which must be to them an unending inspiration.

EXTENSION OF REMARKS

OF

HON. BENJAMIN F. WELTY,
OF OHIO,

IN THE HOUSE OF REPRESENTATIVES,

Friday, March 4, 1921.

Mr. WELTY. Mr. Speaker, the House having granted the request of the gentleman from Oklahoma [Mr. MCCLINTOCK] that I be permitted to extend my remarks in the RECORD on my services, I feel that it becomes my duty to briefly comply with that request.

When first elected four years ago I was hoping that I could be of some assistance in solving our immigration policy. I never heard a statesman or near-statesman say that our next war would be with Japan over our immigration policy but I wondered how much time he devoted to peace, and in the event of war if he would be among those to go.

A little study of the immigration question convinced me that there is a practical way to exclude undesirables from this country without giving offense. The bill introduced by myself basing immigration on a percentage of those of that nationality who assimilate with American life will no doubt solve the question. This bill, if enacted, will take the immigration question out of politics and place it into a competent board with authority to admit only those who will fit into our national life.

The bill passed by the Sixty-sixth Congress is a step in the right direction, and no doubt the Sixty-seventh Congress will pass some constructive and comprehensive policy so as to make it impossible to longer endanger our foreign policy with Japan.

INLAND WATERWAYS.

Another matter in which I was interested was to procure a survey of the canals connecting the Ohio River with Lake Erie. These properties are valued over \$18,000,000, and yet the Federal and State Governments permitted them to go into disuse. While in that state the freight rates on all coal consumed has advanced to such an extent that it has caused a great deal of suffering. This preliminary survey will likely be filed when the next Congress convenes and the question of rebuilding or abandoning these canals will no doubt be taken up then. It is a singular fact that many people are of the opinion that these canals are State properties. The fact is that the Federal Government has never released the title to these lands for any other than canal purposes.

REFORM OF THE JUDICIARY.

A third matter which I hoped to call to the attention of Congress was the growing danger of our Federal judiciary encroaching upon the rights of the legislative branch of our Government. We find that all of our antitrust laws were nullified because of judicial decisions to such an extent that trusts and combinations violate the same without any fear of being brought to justice. It is stated that the Coal Trust alone robbed the people of a billion and a half dollars. There seems not to be a hope that any of them will be punished because of the decisions making it almost impossible for the Department of Justice to send a single violator to prison.

ELECTION OF FEDERAL JUDGES.

I could not help but view with alarm the increasing tendency to elect our Federal judiciary. I am firmly convinced if that time ever comes it will be the beginning of the end of our Republic. For none can select the judges unless they know their fitness and qualifications. That is impossible for 100,000,000 people to do when they have so many other matters to engage their attention. The judges now are appointed by the President "during good behavior" and can be removed by Congress for misbehavior. As a compromise, I prepared and filed a bill providing their appointment for a term of years, leaving the matter of length of service to be established by law.

LANDIS IMPEACHMENT.

The first opportunity I had of calling the attention to Congress and the country of the judicial encroachment on the legislative branch of our Government was when Judge Landis was offered the position of chief arbiter of baseball organizations at a salary of \$50,000 per annum in addition to his salary of \$7,500 a year and expenses as a Federal judge.

This offer was made by these baseball magnates after a jury found them guilty of violating the Sherman antitrust law, and the judgment of the court of \$240,000 was unreversed. In other words, after they were found guilty in one court of being a trust, they rushed into Judge Landis's court and asked him to accept the position as the chief of this unlawful combination.

At first I filed a resolution asking that the Committee on the Judiciary make an investigation and ascertain if Judge Landis could occupy the two positions, but was unable to procure a rule or even a hearing. It seemed to me that a Nation which permitted one of its judges to capitalize his official position and sell out for a mess of pottage had reached the acme of corruption. Having set in motion impeachment proceedings, Congress demanded an investigation and report.

After the hearings before the committee, the first criticism came from the gentleman from Massachusetts [Mr. GALLIVAN], who, although he was not a member of the committee and without invitation or solicitation, demanded to be heard in defense of Judge Landis. Soon after, according to press dispatches, he was joined by the district superintendent of the Anti-Saloon League, who in one of his speeches in Chicago was quoted as saying that liquor interests supported me in my impeachment proceedings. On February 25, 1921, I addressed the following letter of inquiry:

FEBRUARY 25, 1921.

Mr. E. J. DAVIS,
1200 Security Building, Chicago, Ill.

DEAR Mr. DAVIS: In yesterday's press you were quoted as saying that the liquor interests were back of me in my impeachment proceedings against Judge Landis. You were further quoted as saying that I voted against the eighteenth amendment and supported the Igoe substitute, but according to the press you never informed your audience that I supported the Volstead bill.

Kindly inform me whether or not the press quoted you correctly.

Sincerely, yours,

B. F. WELTY.

To which Mr. Davis replied as follows:

FEBRUARY 28, 1921.

Hon. B. F. WELTY, M. C.,
House of Representatives, Washington, D. C.

DEAR SIR: Replying to your letter of the 25th instant, I asked the question in my interview as follows: "Is the attack upon Judge Landis in Congress brought about by wet interests?"

I did not mention the fact that you voted for the Volstead bill, because under the circumstances that was of no particular significance. The real contest was over the submission of the eighteenth amendment and the Igoe substitute. The defeat of submission would have, of course, rendered prohibition impossible. The passage of the Igoe substitute would have made a farce of the eighteenth amendment. After the eighteenth amendment was submitted and the Igoe substitute defeated it was apparent that there were enough to pass the Volstead law regardless of your attitude on the measure.

A reading of the letters and telegrams which you have received since you began proceedings against Judge Landis would give you some indication of whether your attack was supported by the liquor interests or not.

Whether or not the liquor interests were backing your fight one thing is certain—the wets and crooks in general would be delighted, all over the country, to see Judge Landis go off the bench. Nothing would create so much of a jubilee in all crookdom as Judge Landis's resignation.

If you mean for me to infer from your statement that you supported the Volstead bill that you have changed front from the position indicated in the vote on the eighteenth amendment and the Igoe substitute and are favorable to law enforcement, your position relative to Judge Landis is a poor demonstration of that change, as probably you have taken the most conspicuous judge in the support of the Volstead law. If you want to see the Volstead law a living thing, a good place to witness it is in Judge Landis's court. I do not know how much time his connection with baseball matters takes, but I imagine not very much, as there is no harder working judge on the bench than Judge Landis. He very frequently holds night sessions in order to keep his calendar up to date.

Very truly, yours,

E. J. DAVIS,
Chicago District Superintendent.

To which letter I replied on March 2 as follows:

MARCH 2, 1921.

MR. E. J. DAVIS,

Care of Anti-Saloon League, 189 West Madison Street,
Chicago, Ill.

DEAR SIR: I have yours of the 28th ultimo, and in reply will say that the argument you produce on my vote for the Volstead Act can be advanced in every measure that happens to pass.

For your information would say that as a law-enforcing officer for about 17 years no one ever charged me in failing to do my duty as I saw it. The municipality of which I was city solicitor was voted dry during my term, and I prosecuted two cases to the supreme court, three cases to the court of appeals, and a large number of cases to common pleas court, and assisted Mr. White in every possible manner, which no doubt he will confirm if you desire only half the truth in the matter.

The fact that I voted for all appropriations to enforce the Volstead Act and against its repeal once or twice, as I remember, since my vote on the Volstead Act should be proof sufficient that when you attempted to give my record before your audience you knew that you were telling a falsehood by your misrepresentation in not giving the whole truth. Personally I have always voted dry, and when I became a candidate for Congress all knew my views in the matter. My speech on the railroad bill shows that I have been consistent in my views by permitting a large measure of the Government with the people of that Government.

You say that "the wets and the crooks in general would be delighted to see Judge Landis off the bench."

Personally I am sorry that he has seen fit to capitalize the reputation he has gained while on the bench by selling out to an illegal combination. This no doubt he has a right to do, provided he does not use his official position for personal gain. Do you know that Federal officials have been sent to jail for doing what Judge Landis is now doing? Congress has gone on record a number of times making it unlawful for anyone receiving more than one emolument whose pay exceeds \$2,000 per year.

This, the Attorney General holds, does not apply to judges, inferring that they are not public officials within the meaning of these acts and the Constitution.

It is indeed unfortunate that men can become so bias in their judgment because of their zeal in one particular effort that they are not able to distinguish between right and wrong.

If you knew that the record of the baseball combinations could be convicted before any fair and impartial jury for offering a bribe, you probably would not write as you do.

By the time you receive this letter you will probably wonder why others do not always look through the same bias glass that you seem to be looking through. Permit me to inform you that not one of the Federal judges impeached was as guilty as Judge Landis. If Judge Landis is permitted to take this amount from this illegal combination at a time when they were fined \$240,000 because of violating a law, then every Federal judge in the land can sell out to other combinations. It would be a cheap way for the packers, Standard Oil, steel, and tobacco, and other combinations to escape the wrath of the people.

Sincerely, yours,

B. F. WELTY.

Thus it seems passing strange that the wettest of the wet should join hands with the driest of the dry in denouncing me for setting in motion impeachment proceedings against Judge Landis.

But about the same time I was being criticized because I did not offer my services during the World War, former Congressman Victor Heintz sent the following telegram of inquiry, to wit:

This morning's paper says you volunteered for World War but were refused because you were Member of Congress. Please advise me by wire when, where, and to whom you volunteered, and by what individual were you refused. Also were you or were you not member of Ohio National Guard Reserve when that organization was called to colors July 15 and August 1, 1897.

To which I replied as follows:

FEBRUARY 15, 1921.

HON. VICTOR HEINTZ,

Cincinnati, Ohio.

MY DEAR MR. HEINTZ: I have your telegram stating that "This morning's paper says you volunteered for World War but were refused because you were Member of Congress," and requesting me to wire "when and to whom you volunteered and by what individual you were refused." Sent you the following telegram in reply, which I confirm, to wit:

"On April 6, 1917, volunteered services to Secretary War Baker. April 14 conditional refusal because Member of Congress. April 22 asked permission to go into camp. May 15 personally called on Secretary Baker and on 16th confirmed same, again making application. On 19th Secretary Baker again refused because Member of Congress. July 5 again offered services to Secretary War, giving full military record. July 18 requested assignment Officers' Reserve Corps.

"Also offered services to adjutant general of Ohio. On April 20, 1918, during Secretary of War Baker's absence in Europe, personally appealed to President for assignment to duty. Matter referred to Secretary of War. Later attempted service in Judge Advocate office and Quartermaster General. Finally, on September 30, made application through regular military channels. November 2, Adjutant General informed me 'it is impracticable to appoint you.'

Forgot to tell you that in looking over my records I found on the 27th of June, 1913, having had the required length of service in the Ohio National Guard, I was placed on the retired list of officers of Ohio National Guard, in accordance with section 5201, O. C. Might add that the reason I was retired was because I was on Gen. Dick's staff, and after the division was mustered out I, too, had to go, because I did not know whether I was on horseback or on foot. However, the adjutant general of Ohio gave me this parting consolation:

"It is with regret that the adjutant general issues this order, as the guard loses the services of a most valuable officer in Col. Welty."

Might further add that during the Spanish-American War I resigned as city solicitor and became a private.

Now, Vic, since I have been so frank with you, will you not kindly tell me why you have made this inquiry?

During the war I envied you because you were permitted to go with the Ohio troops, while they refused to assign me to duty because I was a Member of Congress.

I am in possession of all of the correspondence and would be glad to furnish you such copies of letters as you may want.

Sincerely, yours,

B. F. WELTY.

Is it possible that Congress will permit the judiciary to encroach upon not only the rights of Congress by attacking the laws passed, but on the rights of the people as well, by attempting to discredit constitutional amendments? According to press dispatches there are a number of our Federal judges who made speeches denouncing the eighteenth amendment as a breeder of revolution.

One judge was impeached for making a speech justifying secession at a time when it was a debatable question. The people can not remove an unworthy judge. Congress alone can do that. And removal can not be had in any other manner than by impeachment. According to press dispatches Judge Landis said he would resign if Congress would criticize his action in attempting to discharge the duties of baseball arbiter while still holding his office as a Federal judge. Some one should inform the judge that under our Constitution the House prosecutes, and the Senate tries impeachment proceedings, and that nowhere in the Constitution will he find where Congress has authority to become the keeper of his conscience. Congress will either find him guilty or not guilty.

CONCLUSION.

I was hoping that I might remain in Congress long enough for some of these reforms to be enacted into law. For eight years I have been deeply interested in solving our immigration laws so as to avoid war with Japan, and I am hoping the next Congress solves this matter.

The transportation problem must receive some attention in the near future. It is a waste of money to appropriate millions for inland waterways if Congress will not require the building of proper terminals.

These three great problems—immigration, transportation, and the judiciary—will require most careful study in order to solve them, but I feel sure that sooner or later Congress will come into its own again and function as intended by the Constitution.

However, it is a little discouraging at times when one considers that big combinations have been dominating Congress. For 10 years the people have been clamoring for a law to regulate the meat-packing industries, but without result. When the bill finally passed the Senate during the last Congress there was much rejoicing because they believed that the House surely would pass the same. But Congress adjourned without enacting it into law. Just why it is so hard to procure legislation is not to be wondered at when one sees the inside workings of our Government. For instance, the Clerk of the Senate was at one time the known lobbyist for the packers. Just how much he is still interested in his first love no one can tell.

LUMBER TRUST.

It was about 15 years ago when complaint was made while I was prosecuting attorney for one of the counties in Ohio that the workings of the Lumber Trust first came under my observation. After the grand jury made some investigation it was learned that the combination was national in its extent, and I concluded that it was a job for the Federal Government and submitted all the facts ascertained to the commissioner of corporations. My investigation revealed the fact that all the price lists for lumber were printed on one press in Missouri.

The Lumber Trust was prosecuted and found guilty, but the sentence of the court did not prevent this trust from continuing in the same capacity.

Some time ago the Federal Trade Commission, at the request of Congress, made an extensive investigation again and filed their report with the Speaker of the House, which report was submitted to the Committee on Interstate and Foreign Commerce with a notation not to print. I read the report and was surprised to learn that the trust operated in about the same old way, except that they now have four printing presses where the price lists are printed. The report shows that some complaint was made because of the expensive lobby they had to maintain in Washington, but the officers justified same by the saving of millions in taxes. This report was not printed, and I doubt if another Congressman read the report. And then the people wonder why these trusts are permitted to operate in violation of the plain enactments of the law of Congress.

After reading this report I prepared an antilobbying bill (H. R. 15820), but the same was not considered because of lack of time. Just why no bill was ever passed by Congress restricting these lobbyists I know not, except that each Member of Con-

gress, when first elected, is kept busy getting "on to the ropes" in learning his duties and looking after his district.

Nevertheless I have enjoyed my service in Congress, for I realize that sooner or later the people will come into their own and that some day we will have a "Government of the people, by the people, and for the people" in fact as well as in theory, and those who commercialize their offices and sell themselves for a mess of pottage will hang their heads because they have not only disgraced their country but brought shame to their posterity.

EXTENSION OF REMARKS

OF

HON. THOMAS D. SCHALL,
OF MINNESOTA.

IN THE HOUSE OF REPRESENTATIVES,

Thursday, March 3, 1921.

OUR SOLDIER BOYS.

Mr. SCHALL. Mr. Speaker, the Sixty-sixth Congress speeds to its close. One more day remains. Many supply bills, much remedial legislation is undisposed of, and yet, with time so pressing and work of such importance unconsidered, the House gives up seven costly hours to the discussion of whether a desk soldier who never scratched his spurs outside the battle of Washington, shall receive the rank of Lieutenant general, equal to that Congress gave the Father of Our Country, and retire with a life income of \$11,000 a year.

Soldiers who served with valor and distinction have been passed over. Sergt. York, who single-handed captured 127 men and several officers, could not have a bill reported out of the Military Affairs Committee to raise his rank to second lieutenant. This is only one instance illustrative of hundreds of worthy cases. If you want to honor the soldiers, do it where it is deserved.

Why does not the Senate send back the bonus bill instead of this Crowder bill if they want to do something for the soldiers? Enoch Crowder is an exemplar of the old régime, a man who stands for the infamous, un-American court-martial system; the man who, if he wrote the selective draft law, wrote it so that his own salary was raised, and, as he drafted it, in each community an officer of the Army would have dragged out of the homes the youth for service, instead of letting the neighbors who knew conditions decide, as was afterwards provided by the House.

There is no time to take up the relief, the common justice, in the case of the boys who suffered the danger, the misery, the agony of the real conflict, who went through a hell that baffles the imagination of noncombatants, and if they emerged alive came back shattered physically or mentally to a country too little prepared to take care of them. The condition of the tubercular boys all over the country is a national disgrace.

Emil Holmes, a Minneapolis boy, a volunteer in the Tank Corps, was gassed in action; result, tuberculosis. Is slowly dying of the dread disease. He has been trying for over a year to be assigned to some high altitude hospital; hasn't succeeded yet. Shall he be allowed to die while the doctors of the medical division of the War Risk Bureau continue to argue whether he can be cured in low altitude or a high one? Thousands die for lack of hospital facilities, while Congress, too busy to pass legislation in their aid, haggles about giving promotion and great honor to a man a cottie never bit. Fire traps of hotels are serving to lodge these boys. Shell-shock patients, whose recovery is most dependent on tender, understanding treatment, have their only chance of recovery marred by crowding and insufficiency of quarters, and by being located near the violently insane. Doctors who are paid by the Government for treating them are getting a little tired of this class of patients, and let them sit and cool their heels in the waiting room, like charity patients, day after day, while they first care for their regular cash-in-hand customers.

The Bureau of War Risk is dominated by a medical division where common sense is atrophied, a cold, heartless collection of inefficiency, and topped by a director who willfully interjects his interpretation into the law passed by Congress, thus defeating the will of the people as enacted by their representatives.

James Hartney went to the front with the Eighteenth Illinois Infantry, was wounded and mustard gassed. Out of hospital served with the Twenty-fifth Illinois Infantry through the war. Got back last spring, sallow faced and sunken eyed. Became a

paralytic. Doctors, insisting that there was no connection between his paralysis and his service in the Army, turned him out of the hospital. The associated charities looked after him for a time, then he was pronounced discharged and sent back to Chicago, without a cent, helplessly disabled. Since the medical testimony, which the Director of the Bureau of War Risk considers the ne plus ultra, can see no relation between the boy's paralysis and his wounds, he can receive no compensation. Surely it is not the will of the American people that this brave soldier, wounded and gassed in the service of his country, his health broken, should be dependent upon public charity for his subsistence.

Michael John Horan, of 1815 Penn Avenue North, Minneapolis, Minn., had pyorrhea so badly his whole system was affected, but the medical examiners refused his claim of \$8 a month on the ground that such a small sum would only make Horan discontented and cause him to make the bureau more trouble.

Edward Jolicœur, of Waverly, Minn., never had rheumatism till he went to France. On his return he asked for treatments for rheumatism, but because doctors could not find X-ray evidence of rheumatism, they refused him treatments. He has furnished the bureau with numbers of affidavits of former comrades, showing that he contracted that condition in the service. But since there is no "medical history," the "experts" of R. J. C. X. Y. Z. Jones's service will not recognize this boy's claim. I could go on and fill the Record with such willful miscarriages of the intent of the compensation law.

Yet, with all these abuses to correct for boys who actually saw service and paid their bit for their country, there is a faction still insisting on again bringing up the Crowder matter.

CONTROL OF MEAT-PACKING AND COAL INDUSTRIES.

This Congress should have considered—and the next Congress must consider—the coal proposition. Each year profiteering in coal recurs. No commodity, outside of foodstuffs, is so vital to the Nation's life as coal. Its production, distribution, and price should be regulated. This annual newspaper panic, resulting in wholesale robbery of the consumer, must stop. Coal that can be produced at the mine's mouth at from \$1.50 to \$2.75 a ton sold to the consumer at from \$16 to \$20 a ton. A dastardly outrage that must be remedied or Congress had better resign. These coal miners did not make that coal. God put it there for all His people. All they have to do is to mine it, and a fair profit ought to be sufficient. England manages her mines and her exports so that coal miners are busy and the supply is kept even.

From manufactory to public utility, from humble home to wealthy, we must have coal. Our hospitals must be kept warm, our railroads going, our waterworks and electric plants, gas works, hotels, industries, from the great employers of thousands to the washerwoman depending on her bucket of coal for her livelihood, all deserve a solution of this problem. It must be solved or we must confess our theory of government a failure. There is an association that by skillful propaganda has muddled the real issue. This is the National Coal Association, an aggregation of coal mine owners and dealers, with a fund for propaganda of over \$400,000 a year. Coal dealers have made enormous profits from export coal, and it is their mission to hide the effect of exporting coal on the domestic situation. It is safer to profiteer on foreign coal, so foreign orders are given the preference, thus creating an unnecessary domestic shortage and boosting the price to home consumption.

Public utilities, Government departments, have been paying the unheard of price of from \$18 to \$23 a ton.

The investigation has shown that it is not the laborer in the coal mine who reaps the advantage of this enormous profit. His life is as bare of comforts, as barren of hope and light as it ever was.

The capacity of the public to experience surprise has been exhausted by the daily waxing accounts of governmental waste and inefficiency. The fact that the Secretary of War, through the War Department, wasted millions of dollars buying coal at \$5 to \$8 more a ton than necessary, passes to join the countless other inexplicable extravagances of this unparalleled waster. He would not go to the mine and buy where he might have at \$3.87 or so a ton, but must needs buy in the market and pay \$5 to \$8 a ton more—a defiant, arrogant, to-hell-with-the-people attitude, masked by overweening hypocrisy and pose of righteousness. If the records which he forbids to congressional committees hide only waste and incompetence and not what is worse, it will be well.

The disposition of the War Department toward the people's representatives was exemplified by Sir John Pershing's scant courtesy toward the special committee that was sent to France to investigate the expenditures in his department. He, with

consummate effrontery, ignored their summons to appear, nor did he appear before the committee here in Washington, but sent his man Friday, the swashbuckling, roaring Col. Dawes, who cursed Members of Congress as if they had been erring buck privates, who could not conceal his contempt for this committee, though they did represent the people of the United States humbly inquiring what these mighty men had seen fit to do with the costly goods and stores intrusted to their care. Winning a war he said. But the burning of stores, the unauthorized sales, the destruction and waste were all of a date after the armistice. Water gone under the bridge? Yes, they spent money like water, and it was irksome to have an accounting required. He and others above him have tried to evade the issue, by making it appear that the soldiers, the men who won the war, were being criticized. They never bothered to make common cause with the common soldier "over there," but now they try to drag him forward and hide behind his valor and the love and affection the American people feel for him. It will not go. The officer built the barrier, and he better stay in the pen "for officers only." The open season for honest comment has come again, thank God, and it will no longer be treason and pro-German to think differently from the all-highest.

The employers of large masses of labor, the coal producers, the Steel Corporation, the Standard Oil Co., the packers, spent millions of dollars to take away the private right of liberty of each individual of this Nation to drink intoxicating liquor. They were interested to put prohibition over for selfish reasons. They felt that a sober body of workmen would render higher results and quality of labor with fewer accidents, and thereby pile up their wealth. They used the argument to take away private rights that an individual can not be allowed to menace society at large by exercising his private rights to the detriment of others.

But when the shoe is tried on them they holler "bolshivism." They claim you should not interfere with private enterprise. If you do, you will blunt private incentives. Well, it would not hurt to blunt considerably this insatiable greed for profit. This indifference, that undernourishes babies and freezes them, while it fails not to see that the poor wretch that filches an apron full of coal gets 90 days in the workhouse, so that its garments be of purple and fine linen, its food sumptuous and well flavored, and the wheels of its imperial car be kept from contact with this too, too common earth.

Why should not private industry follow the same rules that they have themselves established in the case of the private individual and prohibition? They are hoist by their own petard, attacked by the same force they released to get the other fellow. So long as private enterprise will serve, we are for private enterprise. But when private enterprise commands, robs, becomes a monster, a dictator, when it reaches into every life and begins to control it, in its enormous proportions it becomes a menace to mankind. If we do not make laws to control it, we are sinking back to serfdom, to retrogression, not progression.

The tendency to use a right as a club, a means of intimidation is deplorable, no matter who does it. It will not make for liberty; it will make for tyranny. It will not result in a United States, but in a torn and factional country. The greatest danger in the present wave of lobbying is that instead of leaving legislators free to consider the interests of the country at large they will be coerced and interfered with in forming their judgments. Every body, every industry has a right to present its side by fair methods. But for institutions like the coal miners, the packers, and every other special interest to establish at Washington a large number of high-salaried, expert men, to lie in wait for and pounce on any evidence of legislation squinting against them is the foundation of an organization that is gradually usurping the functions of this Government.

The packers have invaded all manner of ramifying industries, and have speedily monopolized them. They are gradually absorbing into themselves all lines of food and drink, canning, butter, preserving, fruit and nut products, condiments, condensed milk, soap, as well as their normal business of fresh and cured meats and their by-products. They constitute a great menace to our people. Whatever their promises for the future, their past history is unsavory. There is no way of judging the future but by the past. They do not so handle their business as to encourage the farmer, the live-stock grower, the fruit and vegetable producer. Instead they pay what they please, and the grower has to take it or nothing. They do not care that the growing of live stock is shrinking, that the class of owned farms is dwindling; that their highway robbery, cutthroat methods are driving the small industry and healthful competition out of the running.

The packers' bill should have been before the House this session. If I read the temper of this House aright, it would have passed, and needed legislation would have been taken care of. As it now stands it must go over to next session and weather all the intricacies of legislative process. Its passage by the Senate should have been seized upon by the House to make it a law, for the House is responsive to the people's demands, while the Senate as a rule is the people's stumbling block. Here is an opportunity long looked for come at last, for the binding leash of the powerful interests was greatly weakened by the numerous defeats in the Senate, and made possible the phenomenal passage of this bill by the Senate. But we fear it will be stubborn in yielding again, though it must yield to this demand of the people for justice, or, I predict, the complexion of the Senate will be changed in due time to meet those demands.

DIRECT PRIMARIES.

The Republican Party must not fail in its pledge to the people, and, strong in the conviction that the overwhelming victory in the last election was a partisan victory instead of a protest against the evil waste and extravagance of the present administration, go blindly down a path that spells defeat. I heard a man in a smoking car say, right after election, "The Democrats have been given their lesson; we are through with them, thank God; now it's up to the Republicans to make good, and if they don't, if they follow the old reactionary course, into the scrap heap they'll go after the Democrats; the people can't see any sanctity in party any more." This was an average American citizen. Not a bolshevist, nor a long-haired, wild-eyed fanatic. Just an ordinary, prosperous business man, one of the mass of silent judges, waiting and watching for some sign of intelligence on the part of the rulers of the Nation's destinies.

There are promises made at election time to be made good. All over the country in our State governments reactionaries are beginning to lift their heads. The first indication is the attempt all along the line to take away from the people the direct primaries—to steal the little progress they have made, set them back in time, and take from their lives the sunshine they have managed to gather, with infinite pains and against tremendous difficulties.

Instead of allowing this crime against progress to be perpetrated, we should rather take a step in advance and extend to our national elections the same system. Make our Presidents and Vice Presidents subject to the choice of the people. As it is now, a few hand-picked men, outside the jurisdiction of any law, meet and select the men in both parties who will please the interests. It is a shovel and a hoe, take your pick. What is the matter with our political system when all of us have to vote for some man none of us want?

The convention system is dangerous, the Electoral College farcical. The people of our electorate, taking a keen and intelligent interest in the affairs of the Nation, can be trusted. They know what they want, and should be allowed the controlling voice as to who shall be their representatives.

EMERGENCY TARIFF.

The Republican Party should be commended for passing the emergency tariff. It protects the farmer from competition with the Canadian wheat grower, the Japanese starch manufacturer, the South American cattlemen. It is to be feared that our Democratic President will stick a knife in the farmers' back by its veto. But if so, it will go through the next Congress, we hope. The farmer can not be too much protected, and should not be left naked to the competition of cheap dairy products and adulterations and tricks of trade. He can not compete with the cheap labor and cheap cattle of South America, nor with cheap Asiatic labor.

And it is no argument that the cheap imported product will benefit the consumer. It will not. No matter how cheap it is when it comes in, by the time it reaches the consumer all cheapness is squeezed out of it but the cheapness in quality.

THE AGRICULTURAL CRISIS.

Our farms are the hope of the Nation. The land that does not produce its own food is at the mercy of its purveyor. There is a drift to the cities as there was in the days of ancient Rome. That drift was the downfall of Rome. The free citizens of the land, now as then, are losing their homes by loans and foreclosures. The manipulated market is robbing the farmer of his hard-earned profit and discouraging him from continuing a losing battle to wrest a painful and precarious living from the soil. This last year has been the most disastrous in the annals of farming in the history of the country; due not to weather conditions nor any fault of the farmer, but to the greed of the profiteer, the manipulating of banks and credits. The need for

agricultural credits occurring each year at the same season should not be such a difficult thing to foresee and provide for.

The Federal Reserve Bank of the ninth district drew in \$8,000,000 during the week ending December 11. The president of the reserve bank at Chicago demanded that farmers sell their wheat and help liquidate. I introduced on December 21 a resolution to investigate the conduct of the officers of the Federal reserve banks as affecting prices of agricultural products. On February 10 Mr. Rich gave out a statement that it was desirable that farmers sell their grain and liquidate a portion of their loans so that the ninth Federal reserve district would be in a position to finance spring seeding without outside aid. I am glad to add my vote to the \$2,000,000 to be loaned to the farmers for farm seed. Wish it were more.

Failure of the country banks to be firm, Mr. Rich says, with their farmer clients has had much to do with delaying liquidation since bankers have allowed the implement houses to get ahead of them with the farmers. The Federal reserve system has the power to become a Frankenstein, powerful and willing to suck in the lifeblood of a district, just when it needs help. The officials of the reserve bank have such unlimited power to extend or restrict credit that they can dictate prices of commodities sold on a speculative market. The farmer should have representation on this board. The governors of these banks have been dictated to by masters of finance, whose influence caused the withdrawal of credits through banks all over the country. The men who made so many millions in the hide, wool, and other thumbscrew war-industry methods fathered the scheme of withdrawal of credits through the country in order to thumbscrew the farmer out of his crops and his products. These men do not want to see the export demand or money situation cleared until they can squeeze all that can be squeezed.

In June the trade papers announced that the food administrator of Great Britain bought 50,000,000 bushels of wheat for delivery during July and August at \$3.20 f. o. b. Galveston. This was sold short by five large grain firms. It takes big ones, backed by strong financial men, to handle so big a deal. The grain exchanges opened July 7, 1920, and wheat for December delivery started around \$2.75. It worked down to around \$2.40, when J. H. Rich made an announcement that bumper wheat crops were coming. There was a light crop, six or seven bushels to the acre. Several wheat men gave interviews predicting bumper crops. The price went to \$2.20. And the wheat sold short at \$3.20 a bushel to feed the hungry children of Europe was bought around \$2.20, and some one raked in a neat profit of something like \$50,000,000.

H. N. Owen, editor of the Farm Stock and Home, writes me: "In spite of all the howl that bankers have made about the farmers holding their wheat and not liquidating, figures just issued by the Bureau of Markets show that on January 1 there were in round numbers 28,000,000 bushels of wheat held by farmers in Minnesota, North and South Dakota. This small holding doesn't give much color to the claim that the farmers are not selling. Between thirteen and fourteen million will be needed for seed, if the normal crop is put in."

But if the story of one tenant farmer be taken as a criterion, it is a question if anything like the full crop will be put in. Here are the facts. Walter Peterson, living a few miles from Kensington, Minn., rented a farm for \$4.50 an acre, cash rent. Here is the amount of wheat he got per acre.

Rent, per acre	\$4.50
Seed	3.00
Twine	1.00
Thrashing	1.12
	9.62
Crop, 7 bushels of 50-pound wheat, No. 5 in grade, worth \$1.10 a bushel	7.70
Net loss	1.92

The farmers are heartsick. The tenant farmers are broke and will quit and go to the cities, swelling the ranks of labor, thus forcing down wages. After the products are out of the producers' hands and in the hands of speculators the supply of credit is allowed to flow back. The screws can then be put into the consumers for a high price for the necessities of life.

The distressing situation in which the farmer found himself was in part created by the Government. The Government fixed the price of wheat in 1917. There were no signs by which a canny, long-visioned farmer could foretell the disastrous drop in the market. The farmer was asked to produce a big crop. He did it, though it was a costly crop, with difficulties in his way of labor short and high priced, fertilizer out of sight in price, and implements increased 75 per cent between 1914 and 1918.

RAILROAD LEGISLATION.

The railroads have been treated with delicate consideration. Though their administration of the roads during the war merited that they should be spanked like naughty children, yet a premium was put upon shiftless running and arrogant disregard of the public comfort and of their patriotic duty at a time of national stress. They were too anxious to put Government ownership in wrong to rise to the opportunity. The war was a side issue. The railroads are high-class paupers. Carried on a silver platter all through the war, when they were allowed to charge more for freight and passengers, with poorer service than ever before, they now have the effrontery on the one hand to ask Congress for prepayment for their extravagance and willful mismanagement, and on the other they ask the privilege of cutting wages. There is much talk against subsidy and class legislation when credit is asked to tide the farmers over the worst crisis they have ever had to weather. The railroads fixed their own prices, high enough in all conscience, and assured everybody they could then operate without loss. But now they demand that wages be cut without at the same time letting go their great advances in rates.

We were told by the supporters of the Esch-Cummins bill that that legislation would be a panacea for all the ills to which our transportation system was heir, but I could not see it, and therefore did not vote for it. A fair trial of this law has failed to stabilize the transportation industry, and all that the public has received has been the privilege of paying 20 per cent increase in passenger fares, 50 per cent in Pullman fares, 25 to 40 per cent in freight rates, besides paying in lump sums approximately \$1,000,000,000 from the Federal Treasury direct to the railroad corporations. Employees have been discharged by tens of thousands; other thousands are working part time, and many of those still working have had their wages cut through subterfuge of letting out the work to contractors and, finally, notification of a general reduction in wages and the abolition of the national agreement has been served upon them by most of the railroads.

As to the railroad corporations, we are told by their executives they are upon the verge of bankruptcy. This is the sum total of one year under this transportation act. Congress will soon be called upon to come to the rescue of the railroad executives, and when we do take up this transportation problem let us see to it that a voice is given in the management to the railroad employees and the public. The public and the railroad employees are the ones who must bear the brunt of the mismanagement and waste. To-day they pay the penalty with no ability to improve conditions. To-morrow they will demand a share in the management, that they may take their full measure of responsibility in the operation of the railroads. It is the duty of Congress to recognize this situation and meet it at the earliest possible moment in the interest of industrial peace and the greatest benefit to the greatest number.

MERCHANT MARINE.

There is a deadly war for control of world commerce now going on. It is being waged by propaganda, by political pressure, by fair means and foul. Our only weapon, our best answer to these attacks, is a merchant marine of our own, an up-to-date fleet, convertible at need into transports. It is not the desire of any of the European countries that we have a merchant marine of our own. The testimony of William Denman before the House committee investigating the Shipping Board shows how England again and again interfered, tried to dictate our policies, even managed to get a Sir Connop Guthrie on our Shipping Board. It was Denman's insistence that the board be kept free from British influence that resulted in his removal therefrom.

The imperative necessity of building and maintaining our merchant marine is a nail that can not be hammered too incessantly. Europe can not adjust her vision to the size, power, and needs of the United States. She is unwilling to grant us the privileges she has heretofore enjoyed and grows restive under the significance of the operations of the Jones Act. It is too late for them to talk of reprisals. Their need during the war caused them to urge us to build a magnificent merchant marine. They viewed it with alarm the while, but they needed it too badly to object. I call to mind how several of their statesmen came to me while I was in France, suggesting naively that it would be a gracious act in our President and make for better feeling if he were to announce at that time that half the merchant marine then built and to be built should be turned over to France after the war; that we did not contemplate vast trade expansion.

The time for foreign insurance of our vessels has gone by. The time to pay tribute to any other nation for hauling our vast

exports is over. The war taught us the futility of depending on anyone for necessities of trade and commerce and possible war materials. The war has also taught us, and should have taught all Europe, that we are no longer in the gawky, awkward stage. We excel all countries in quickness and quantity of production. We hold the notes of the mightiest of them. We are the banker nation of the world, the food basket of the world, the richest market, and are no longer to be punished for this and that like a timid child. It is for us to give, for us to withhold, and it is our bigness and our generosity that has kept us from demonstrating this.

The navy of the future is an oil-propelled navy. Hence it may be necessary for the United States to rearrange the agreement that England and France have set as to lands they do not own. Mexico is a great oil field. Alaska seems to be opening up. The Arctic Circle is suspected of having oil. Private enterprise charges exorbitant prices without limit, and the Shipping Board may see fit to take a hand.

Behind us menaces the ghost of a bloody war, the result of a failure to meet and face the issue, a slipshod letting things drift, that is a national weakness with us. We palliate and evade, then when confronted by the crisis, full armed and full grown, that the exercise of only moderate vision would have disclosed, we cry: "This situation has developed overnight. We never anticipated this."

There is a need for renewed nationalism. We have swung too far toward internationalism on the one hand and toward demands of class on the other. We need to strike the good old-fashioned middle ground of patriotic love of country and interest in the welfare of the majority, knowing well that all can not be best served if the interests of the few are conserved to the detriment of the many. Moderation, regard for the general welfare, does not mean a return to reaction; it does not mean sacrificing the little of freedom, of joy, of opportunity that have been won after such inch-by-inch fighting. But the world is sick. It has been shattered by the paroxysm of an unheard-of convulsion. It will be long before the old, clean, sweet saneness returns, if ever it does come to be. Change, that thing we oppose most bitterly and resent most, is upon us. The bonds have been violently rent, and whatever it is that has been loosed from this present Pandora's box will not suffer itself to be crowded back in again.

If brotherhood, creative service, self-forgetfulness, could dominate the era before us, we might repeat the golden periods of the world's history. We can not go back to the plain living and high-thinking sparseness of Puritan days, but we can exercise patience and confidence and self-sacrifice in these days of readjustment.

MEMORIAL ADDRESS

OF

HON. THOMAS M. BELL,

OF GEORGIA,

IN THE HOUSE OF REPRESENTATIVES,

Sunday, February 20, 1921.

Mr. BELL. Mr. Speaker, "the reaper, Death, deals right and left," and so our friend and colleague FRED L. BLACKMON has passed to the great beyond.

When the tidings of his untimely death reached Washington our hearts were saddened inexpressibly. Only a short while before he had presided in this Chamber, where we had gathered to pay tribute to the lamented Senator Bankhead, from his own loved State of Alabama, and now he, too, has "joined the innumerable throng" who have gone before. With bowed heads and saddened hearts we laid him to rest in his home at Anniston, Ala. I attended his funeral, and the many beautiful tributes bore eloquent testimony to the love and esteem in which he was held by those who knew him best. Old and young, rich and poor, were there to pay the last tribute to their fellow citizen and friend.

During the years I have been associated with Mr. BLACKMON in the House I have been impressed with his absolute honesty and uprightness. He was a man of strong convictions, with the courage to live up to them. He was fearless in his advocacy of the right and never faltered in doing his full duty to his constituents and friends. Truly we shall miss him. We shall miss having the benefit of his clear vision and fine mentality, and his strict adherence to principle and his willingness to bear his part in the bivouac of life were an inspiration to all with whom he came in contact.

We can not understand why one in the prime of life, so well fitted to be of service to his fellow man and so eager to serve, should be taken, but—

If we could push ajar the gates of life,
And stand within, and all God's working see,
We could interpret all this doubt and strife,
And for each mystery find a key.

But not to-day; then be content, poor hearts;
God's plans like lilies pure and white unfold;
We must not tear the close-shut leaves apart—
Time will reveal the calyxes of gold.

And if, through patient toil, we reach the land
Where tired feet, with sandals loosed, may rest,
When we shall know and clearly understand,
I think that we shall say that "God knows best."

MEMORIAL ADDRESS

OF

HON. WILLIAM B. OLIVER,

OF ALABAMA,

IN THE HOUSE OF REPRESENTATIVES,

Sunday, February 20, 1921.

The House had under consideration House resolution 691, for addresses on the life, character, and public service of Hon. FRED L. BLACKMON, late a Representative from the State of Alabama.

Mr. OLIVER. Mr. Speaker, the highest tribute that can be paid to any man is that he was loved by his fellows. Certainly no one enjoyed in a larger measure the love, the respect, the confidence of all who knew him, more than did FRED BLACKMON.

How eloquently and beautifully this was testified to by that large gathering of friends, from far and near, from all walks and callings in life, who stood recently by his open grave, in his home city of Anniston, to lay him away amid a wealth of flowers unsurpassed. The rich and the poor, the high and the low, the white and the black were there to blend their tears and share a common sorrow for the friend who had gone.

The reason why he was great in death was because he merited it in life; he did for others rather than for himself. He was generous, even to his own hurt; he was charitable; true fraternity abounded in his heart and made him ever willing to sacrifice his own comfort and welfare if it promised a larger measure of happiness to others.

He was honest with himself and with others, and always adhered to the injunction—

To thine own self be true,
And it must follow as the night the day
Thou can'st not then be false to any man.

He has left a life work so splendid, a record so enviable, an influence so lasting that one is wont to ask, Why, then, regret his early decease?

True, his family and friends will miss him; they have suffered an irreparable loss. His district is deprived of an able Representative, and the loss to State and Nation is great, but from the standpoint of the man there is nothing to regret in the fact that he was called in the very prime of life, in the hour of vigor and strength.

He was a firm believer in the Christian religion, a church member, with an abiding faith in the immortality of the soul. He died before the first touch of age, before the first disappointment that must inevitably come when one realizes the failure of power; he went out at the summit in harness amid the successes of an active life, when all looking on feel the poignant loss.

So while we sympathize with those he left behind, we need not mourn for the dead. He has gone beyond, we believe, to a future of added usefulness, where the power and strength he laid down here will be taken on under better conditions and used in far greater fields of usefulness than is possible in this rapidly passing existence of ours.

While we can not touch his hand, we yet can feel his life; though his body rests in peace beneath the fading flowers, he still lives within our hearts, and we are sure that the good influence of his life will not pass away, for—

There is no death! An angel form
Walks o'er the earth in silent tread,
And takes our best-loved things away,
And then we call them dead.

But ever near us, though unseen,
The dear immortal spirits tread,
For all the boundless universe
Is life. There are no dead.

Senator John Hollis Bankhead.

MEMORIAL ADDRESS

OF

HON. L. B. RAINEY,

OF ALABAMA,

IN THE HOUSE OF REPRESENTATIVES,

Sunday, January 30, 1921.

Mr. RAINEY of Alabama. Mr. Speaker, it has been the custom of man from time immemorial to pay tribute to the dead. In pursuance of that time-honored custom we have assembled here to-day to pay tribute to that distinguished and illustrious son of Alabama, the late Senator JOHN HOLLIS BANKHEAD. He lived a long and useful life; rendered valuable service to the Confederacy in the Civil War; succeeded in the business world; and then, later, served many terms in the House, where he rendered valuable service to his State in the opening of the Warrior River to navigation. Later the people of our State honored him again by electing him to the United States Senate. As the honored successor to John T. Morgan, he wore with distinction the senatorial toga, and during his entire service in the Senate his integrity, loyalty, and statesmanship were never questioned. One of his greatest achievements is the Bankhead Highway, a national asset. While I did not know the Senator intimately, except for the brief period I was with him in Washington, yet having known of him for practically all of my life I feel that I am well acquainted with his character, work, and life, and therefore can speak truly of him. It has ever been the custom, Mr. Speaker, on occasions like this, to extol the virtues and praise the life, works, and character of the deceased. Perhaps the generosity of mankind in this regard is not altogether amiss, since we may draw lessons, in this solemn hour, of benefit to the living. I wish to say, Mr. Speaker, that neither words, high-sounding phrases, nor flights of oratory lend color to his character nor magnify his greatness. In this instance the naked truth suffices, and gives a real charm and a lasting glory to his name. Senator JOHN HOLLIS BANKHEAD needs no encomium from me. His long life of service to his country stands as an enduring monument, and nothing that I may say will add to or detract from the greatness of this splendid man. He belonged to the old school—that type of statesmanship fast passing away; strong, rugged, plain, honest, faithful to every duty, and incorruptible in his character. In the days of Julius Caesar he would have graced the Roman forum. A man of far-seeing vision, dependable and courageous, possessed of a brilliant intellect, not of that meteoric type which illumines the heavens for a brief period and dies, but of that constant, serene type, as a planet giving out its enduring and fervid rays which light the mariner in his course and beams steadily upon the shepherd and his flock. Alabama and her people will ever gratefully remember the honored name, and there will ever live in the hearts of her people the memory of JOHN HOLLIS BANKHEAD.

MEMORIAL ADDRESS

OF

HON. EDWARD C. LITTLE,

OF KANSAS,

IN THE HOUSE OF REPRESENTATIVES,

Sunday, February 20, 1921.

Mr. LITTLE. Mr. Speaker, from Savannah, Mo., to the Capitol at Washington and back is a long journey, and one that the Hon. CHARLES F. BOOHER made during every Congress, beginning with the Sixtieth and including the Sixty-sixth. At each end he had a host of friends made by his kindly nature and held by his high character.

For 14 long years, through some of the most momentous days of the Republic, he represented here six counties of the great State of Missouri, including its third city—St. Joseph. This he did so well that opposition had almost ceased to think of challenging his seat. In these halls he was respected as an intelligent, industrious, and honorable man, a capable representative of those who delegated their powers to him. In the

little city of Savannah every citizen held out to him a kindly hand whenever he came home.

Congressman BOOHER's district was just across the river from the one I represent in the State of Kansas. You can stand at Quindaro and look up and across the river to the hills of Missouri, where Parkville grows up about Park College, with that mighty river rolling between. For 60 years those States, differing in political views, have lived to see the time when the best of friendships were maintained between them, and one of the first I was to meet here was my neighbor, the gentleman from the fourth Missouri district. His interests and mine in the success of Missouri River projects were the same, and made the basis of an acquaintance and friendship which brings me here to express the sentiments of admiration and respect I retain for him whose memory shall remain with me.

As one of the funeral cortege I went to Savannah and heard the eulogies delivered there in the beautiful little church to which the neighbors came from far and wide when the Hon. CHARLES F. BOOHER was laid away in the little cemetery to be for many years to come, the most distinguished citizen perhaps of Savannah. That that little city should furnish the Congressman for that great district so long was due to the sterling work and courteous kindness of Mr. BOOHER—a typical American citizen. The House of Representatives is made by the Constitution the representative body. The Senate, to which come as many from Rhode Island as from New York, was intended by the Constitution to be a great deliberative body where experienced men shall take the last look at the legislation which governs the Nation and dominates the course of its life. But in a body like this where a hundred million people are represented, the number of those who are absolutely necessary to represent the people is such that it can not be as deliberative a body as the Senate. The men who actually represent 100,000,000 other people must be so numerous as to require a limitation on debate, but the Constitution puts here the sole actual representation the people are receiving, and to attempt to limit it would be an infringement on the rights of the people as announced in that great document.

These men, therefore, are those who reflect here the wishes of the people, and they are of the people as was Mr. BOOHER, and this was the secret of his success. He was one of those men who represent the average American sentiment with sound common sense and stable integrity. Such men are always useful everywhere as he was here, and especially on that great Rivers and Harbors Committee where he served so long. The delegation which accompanied his remains to their last resting place carried with them to that graveside the certificate that he who after 14 years in the Congress of the United States had completed an unsullied and an honored career was entitled to have written upon his final papers that his services in this great body were always honest and faithful.

His seat here is vacant, and he will be seen no more. But the spring is here and soon the spring flowers will bloom above his honored grave and fill the air there with a fragrance as sweet and gentle as the memory of this honest, sensible, and gentle man, which will linger with all of us as long as any of those who learned to know and love him remain in this House.

MEMORIAL ADDRESS

OF

HON. L. B. RAINEY,

OF ALABAMA,

IN THE HOUSE OF REPRESENTATIVES,

Sunday, February 20, 1921.

Mr. RAINEY of Alabama. Mr. Speaker, in memoriam of FRED L. BLACKMON, my departed friend, I wish to speak of his life, his character, his virtues, and then to lay tenderly upon his bier a wreath of flowers to his memory—a tribute to this good, manly, and kind-hearted man. At his funeral service, in his home town of Anniston, Ala., and in his own home, I looked for the last time upon the well-remembered features of FRED BLACKMON. I saw an embankment of flowers bestowed by admiring friends, fraternal orders, and organizations. I heard one of the most eloquent sermons fall from the lips of man, delivered by Dr. Frank Brandon, my former pastor. I saw his family, relatives, and friends stricken in sorrow and bereavement, and then at the conclusion of the service I saw men from all the walks of life—the low and the high, the rich and the poor—file by the casket and gaze for the last time upon the calm face. I

saw a man of talent and of genius pause—one of Alabama's most gifted sons—and the tears trickled down his cheeks, and then I saw the old, hardy son of toil from the mountains, his long gray beard like the prophet's of old, look upon his face, and heard him exclaim, "FRED was always my friend."

Mr. Speaker, these incidents proclaim the man. He was a child of nature. He loved his fellow men, and they loved him and were proud of him. Time in his relentless course cuts down all alike. He spares neither the rich nor the poor, the low nor the high, the weak nor the strong, the mediocre nor the man of genius. Naught can defy him, for in his onward course he has leveled mountains with the plains, changed the course of mighty rivers, and altered the basins of the seas. The stars, the planets, and all that encompass heaven's cosmos have bowed to the mandates of time. We mortals must follow nature's course, and yet, though the body is cold in death, his actions and influence shall live. His memory shall be perpetuated not only in marble and upon the records of his Nation but in the hearts and memory of living men. The date and place of birth, childhood, and young manhood of the deceased have already been gone into in the remarks of his bosom friend, Mr. DENT, and therefore I shall speak of him from the time I first knew him, which was about 1907. At that time Mr. BLACKMON was the junior member of one of the big law firms of Alabama—Knox, Acker & Blackmon. He handled many cases for his firm in my home town, Gadsden, Ala. In the trial of these cases he attracted the attention of the local bar and gave evidences of the qualifications which later developed him into one of the leading trial lawyers of our State. He knew men, and he knew human nature. This trait or gift, together with his ability in presenting his case, made him a power before the jury.

As a practitioner he was a success, and later in life, when he entered the political arena, these same qualifications insured to him political success. As a man, a lawyer, and a politician he enjoyed great popularity. Familiarly known as "Fred," he was esteemed a loyal and true friend, firm in his convictions and known never to swerve from any stand he had taken so long as he believed he was right. In the House he voted his convictions fearlessly and regardless of consequences. Some men are politicians and vote public sentiment. In this sense Mr. BLACKMON was not a politician but always voted as he believed. He was not one of those who are moved by public opinion, fads, or sentiment. In the great battle of life he won, and thousands in his district remember him as their ardent friend. As a husband and father he was affectionate, tender, and ever mindful of the slightest wish of wife or children. To know him was to love him, and his friends were bound to him "with hoops of steel." Life at best is one great struggle, and that character so strong and ennobling which not only achieves success but blesses all with kindness and consideration with whom it comes in contact is rare indeed; but such was the character of FRED L. BLACKMON. With the great lens of life he concentrated the sunbeams of happiness, good cheer, kindness, and good fellowship into many a dismal and benighted heart and caused to spring therein new hope and new aspirations. His personality was grand and the influence of that personality gave confidence and courage. While yet in the prime of manhood and usefulness the Grim Reaper summoned him to answer death's call. He answered that call as he had lived—courageously and fearlessly. Farewell, my good friend, forever. You have gone the way all of us must soon follow. May your memory live green always in the hearts of your friends and may the influence of your good deeds live hereafter.

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NAMES AND POST-OFFICE ADDRESSES

OF

SENATORS

IN THE

THIRD SESSION OF THE SIXTY-SIXTH CONGRESS.

THOMAS R. MARSHALL, Vice President, Indianapolis, Ind.
ALBERT B. CUMMINS, President pro tempore, Des Moines, Iowa.

Name.	Home post office.	Name.	Home post office.
Ashurst, Henry F.	Prescott, Ariz.	McCumber, Porter J.	Wahpeton, N. Dak.
Ball, L. Heisler	Marshallton, Del.	McKellar, Kenneth	Memphis, Tenn.
Beckham, J. C. W.	Frankfort, Ky.	McLean, George P.	Simsbury, Conn.
Borah, William E.	Boise, Idaho.	McNary, Charles L.	Salem, Oreg.
Brandegge, Frank B.	New London, Conn.	Moses, George H.	Concord, N. H.
Calder, William M.	Brooklyn, N. Y.	Myers, Henry L.	Hamilton, Mont.
Capper, Arthur	Topeka, Kans.	Nelson, Knute	Alexandria, Minn.
Chamberlain, George E.	Portland, Oreg.	New, Harry S.	Indianapolis, Ind.
Colt, LeBaron B.	Bristol, R. I.	Newberry, Truman H.	Grosse Pointe Farms, Mich.
Culberson, Charles A.	Dallas, Tex.	Norris, George W.	McCook, Nebr.
Cummins, Albert B.	Des Moines, Iowa.	Nugent, John F.	Boise, Idaho.
Curtis, Charles	Topeka, Kans.	Overman, Lee Slater	Salisbury, N. C.
Dial, Nathaniel B.	Laurens, S. C.	Owen, Robert L.	Muskogee, Okla.
Dillingham, William P.	Montpelier, Vt.	Page, Carroll S.	Hyde Park, Vt.
Edge, Walter E.	Atlantic City, N. J.	Penrose, Boies	Philadelphia, Pa.
Elkins, Davis	Morgantown, W. Va.	Phelan, James D.	San Francisco, Calif.
Fail, Albert B.	Three Rivers, N. Mex.	Phipps, Lawrence C.	Denver, Colo.
Fernald, Bert M.	West Poland, Me.	Pittman, Key	Tonopah, Nev.
Fletcher, Duncan U.	Jacksonville, Fla.	Poindexter, Miles	Spokane, Wash.
France, Joseph Irwin	Port Deposit, Md.	Pomerene, Atlee	Canton, Ohio.
Frelinghuysen, Joseph S.	Raritan, N. J.	Ransdell, Joseph E.	Lake Providence, La.
Gay, Edward James	Plaquemine, La.	Reed, James A.	Kansas City, Mo.
Gerry, Peter G.	Warwick, R. I.	Robinson, Joseph T.	Little Rock, Ark.
Glass, Carter ¹	Lynchburg, Va.	Sheppard, Morris	Texarkana, Tex.
Gore, Thomas P.	Lawton, Okla.	Sherman, Lawrence Y.	Springfield, Ill.
Gronna, Asle J.	Lakota, N. Dak.	Shields, John K.	Knoxville, Tenn.
Hale, Frederick	Portland, Me.	Simmons, Furnifold M.	Newbern, N. C.
Harding, Warren G.	Marion, Ohio.	Smith, Ellison D.	Florence, S. C.
Harris, William J.	Cedartown, Ga.	Smith, Hoke	Atlanta, Ga.
Harrison, Pat.	Gulfport, Miss.	Smith, John Walter	Snow Hill, Md.
Heflin, J. Thomas	Lafayette Ala.	Smith, Marcus A.	Tucson, Ariz.
Henderson, Charles B.	Elko, Nev.	Smoot, Reed	Provo, Utah.
Hitchcock, Gilbert M.	Omaha, Nebr.	Spencer, Selden P.	St. Louis, Mo.
Johnson, Edwin S.	Yankton, S. Dak.	Stanley, A. Owsley	Henderson, Ky.
Johnson, Hiram W.	San Francisco, Calif.	Sterling, Thomas	Vermilion, S. Dak.
Jones, Andrieus A.	East Las Vegas, N. Mex.	Sutherland, Howard	Elkins, W. Va.
Jones, Wesley L.	Seattle, Wash.	Swanson, Claude A.	Chatham, Va.
Kellogg, Frank B.	St. Paul, Minn.	Thomas, Charles S.	Denver, Colo.
Kendrick, John B.	Sheridan, Wyo.	Townsend, Charles E.	Jackson, Mich.
Kenyon, William S.	Fort Dodge, Iowa.	Trammell, Park	Lakeland, Fla.
Keyes, Henry W.	Haverhill, N. H.	Underwood, Oscar W.	Birmingham, Ala.
King, William H.	Salt Lake City, Utah.	Wadsworth, James W., jr.	Groveland, N. Y.
Kirby, William F.	Little Rock, Ark.	Walsh, David I.	Fitchburg, Mass.
Knox, Philander C.	Pittsburgh, Pa.	Walsh, Thomas J.	Helena, Mont.
La Follette, Robert M.	Madison, Wis.	Warren, Francis E.	Cheyenne, Wyo.
Lenroot, Irvine L.	Superior, Wis.	Watson, James E.	Rushville, Ind.
Lodge, Henry Cabot	Nahant, Mass.	Williams, John S.	Yazoo City (star route), Miss.
McCormick, Medill	Chicago, Ill.	Wolcott, Josiah O.	Dover, Del.

¹Appointed in place of Thomas S. Martin, deceased.

THE UNIVERSITY OF CHICAGO

NOTES

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NAMES AND POST-OFFICE ADDRESSES

OF

REPRESENTATIVES AND DELEGATES

IN THE
THIRD SESSION OF THE SIXTY-SIXTH CONGRESS.

FREDERICK H. GILLET, Speaker, Springfield, Mass.

Name.	Home post office.	Name.	Home post office.
Ackerman, Ernest R.	Plainfield, N. J.	Candler, Ezekiel S.	Corinth, Miss.
Almon, Edward B.	Tuscumbia, Ala.	Cannon, Joseph G.	Danville, Ill.
Anderson, Sydney	Lanesboro, Minn.	Cantrill, James C.	Georgetown, Ky.
Andrews, William E.	Hastings, Nebr.	Caraway, T. H.	Jonesboro, Ark.
Andrews, William N.	Cambridge, Me.	Carew, John F.	New York City.
Anthony, Daniel R., jr.	Leavenworth, Kans.	Carss, William L.	Proctor, Minn.
Ashbrook, William A.	Johnstown, Ohio.	Carter, Charles D.	Ardmore, Okla.
Aswell, James B.	Natchitoches, La.	Casey, John J.	Wilkes-Barre, Pa.
Ayres, William A.	Wichita, Kans.	Chindblom, Carl R.	Chicago, Ill.
Babka, John J.	Cleveland, Ohio.	Christopherson, Charles A.	Sioux Falls, S. Dak.
Bacharach, Isaac	Atlantic City, N. J.	Clark, Champ	Bowling Green, Mo.
Baer, John M.	Fargo, N. Dak.	Clark, Frank	Gainesville, Fla.
Bankhead, William B.	Jasper, Ala.	Classon, David G.	Oconto, Wis.
Barbour, Henry E.	Fresno, Calif.	Cleary, William E.	Brooklyn, N. Y.
Barkley, Alben W.	Paducah, Ky.	Coady, Charles P.	Baltimore, Md.
Bee, Carlos	San Antonio, Tex.	Cole, R. Clint	Findlay, Ohio.
Begg, James T.	Sandusky, Ohio.	Collier, James W.	Vicksburg, Miss.
Bell, Thomas M.	Gainesville, Ga.	Connally, Tom	Marlin, Tex.
Benham, John S.	Benham, Ind.	Cooper, John G.	Youngstown, Ohio.
Benson, Carville D.	Halethorp, Md.	Copley, Ira C.	Aurora, Ill.
Black, Eugene	Clarksville, Tex.	Costello, Peter E.	Philadelphia, Pa.
Blackmon, Fred L.	Anniston, Ala.	Crago, Thomas S.	Waynesburg, Pa.
Bland, Oscar E.	Linton, Ind.	Cramton, Louis C.	Lapeer, Mich.
Bland, Schuyler Otis	Newport News, Va.	Crisp, Charles R.	Americus, Ga.
Bland, William T.	Kansas City, Mo.	Crowther, Frank	Schenectady, N. Y.
Blanton, Thomas L.	Abilene, Tex.	Cullen, Thomas H.	Brooklyn, N. Y.
Boies, William D.	Sheldon, Iowa.	Currie, Gilbert A.	Midland, Mich.
Booher, Charles F.	Savannah, Mo.	Curry, Charles F.	Sacramento, Calif.
Bowers, George M.	Martinsburg, W. Va.	Dale, Porter H.	Island Pond, Vt.
Box, John C.	Jacksonville, Tex.	Dallinger, Frederick W.	Cambridge, Mass.
Brand, Charles H.	Athens, Ga.	Darrow, George P.	Philadelphia, Pa.
Briggs, Clay Stone	Galveston, Tex.	Davey, Martin L.	Kent, Ohio.
Brinson, Samuel M.	Newbern, N. C.	Davis, Charles R.	St. Peter, Minn.
Britten, Fred A.	Chicago, Ill.	Davis, Ewin L.	Tullahoma, Tenn.
Brooks, Edward S.	York, Pa.	Dempsey, S. Wallace	Lockport, N. Y.
Brooks, Edwin B.	Newton, Ill.	Denison, Edward E.	Marion, Ill.
Browne, Edward E.	Waupaca, Wis.	Dent, S. Hubert, jr.	Montgomery, Ala.
Brumbaugh, Clement	Columbus, Ohio.	Dewalt, Arthur G.	Allentown, Pa.
Buchanan, James P.	Brenham, Tex.	Dickinson, Clement C.	Clinton, Mo.
Burdick, Clark	Newport, R. I.	Dickinson, L. J.	Algona, Iowa.
Burke, William J.	Pittsburgh, Pa.	Dominick, Fred H.	Newberry, S. C.
Burroughs, Sherman E.	Manchester, N. H.	Donovan, Jerome F.	New York City.
Butler, Thomas S.	West Chester, Pa.	Dooling, Peter J.	New York City.
Byrnes, James F.	Aiken, S. C.	Doremus, Frank E.	Detroit, Mich.
Byrns, Joseph W.	Nashville, Tenn.	Doughton, Robert L.	Laurel Springs, N. C.
Caldwell, Chas. Pope	Forest Hills, N. Y.	Dowell, Cassius C.	Des Moines, Iowa.
Campbell, Guy E.	Crafton, Pa.	Drane, Herbert J.	Lakeand, Fla.
Campbell, Philip P.	Pittsburg, Kans.	Drewry, Patrick H. ¹	Petersburg, Va.

¹ Elected in place of Walter A. Watson, deceased.

Names and post-office addresses of Members and Delegates of the House of Representatives—Continued.

Name.	Home post office.	Name.	Home post office.
Dunbar, James W.	New Albany, Ind.	Hoey, Clyde R. ²	Shelby, N. C.
Dunn, Thomas B.	Rochester, N. Y.	Holland, Edward E.	Suffolk, Va.
Dupré, Henry Garland	New Orleans, La.	Houghton, Alanson B.	Corning, N. Y.
Dyer, Leonidas C.	St. Louis, Mo.	Howard, Everette B.	Tulsa, Okla.
Eagan, John J.	Weehawken, N. J.	Huddleston, George	Birmingham, Ala.
Eagle, Joe H.	Houston, Tex.	Hudspeth, C. B.	El Paso, Tex.
Echols, Leonard S.	Charleston, W. Va.	Hulings, Willis J.	Oil City, Pa.
Edmonds, George W.	Philadelphia, Pa.	Hull, Cordell	Carthage, Tenn.
Elliott, Richard N.	Connersville, Ind.	Hull, Harry E.	Williamsburg, Iowa.
Ellsworth, Franklin F.	Mankato, Minn.	Humphreys, Benjamin G.	Greenville, Miss.
Elston, John A.	Berkeley, Calif.	Husted, James W.	Peekskill, N. Y.
Emerson, Henry I.	Cleveland, Ohio.	Hutchinson, Elijah C.	Trenton, N. J.
Esch, John J.	La Crosse, Wis.	Igoe, William L.	St. Louis, Mo.
Evans, Charles R.	Goldfield, Nev.	Ireland, Clifford	Peoria, Ill.
Evans, John M.	Missoula, Mont.	Jacoway, H. M.	Dardanelle, Ark.
Evans, Robert E.	Dakota City, Nebr.	James, Rorer A.	Danville, Va.
Fairfield, Louis W.	Angola, Ind.	James, W. Frank	Hancock, Mich.
Ferris, Scott	Lawton, Okla.	Jefferis, Albert W.	Omaha, Nebr.
Fess, Simeon D.	Yellow Springs, Ohio.	Johnson, Albert	Hoquiam, Wash.
Fields, William J.	Olive Hill, Ky.	Johnson, Ben.	Bardstown, Ky.
Fish, Hamilton, jr. ¹	Garrison, N. Y.	Johnson, Paul B.	Hattiesburg, Miss.
Fisher, Hubert F.	Memphis, Tenn.	Johnson, Royal C.	Aberdeen, S. Dak.
Flood, Henry D.	Appomattox, Va.	Johnson, John B.	Brooklyn, N. Y.
Focht, Benjamin K.	Lewisburg, Pa.	Jones, Evan J.	Bradford, Pa.
Fordney, Joseph W.	Saginaw W. S., Mich.	Jones, Marvin	Amarillo, Tex.
Foster, Israel M.	Athens, Ohio.	Juul, Niels	Chicago, Ill.
Frear, James A.	Hudson, Wis.	Kahn, Julius	San Francisco, Calif.
Freeman, Richard P.	New London, Conn.	Kearns, Charles C.	Batavia, Ohio.
French, Burton L.	Moscow, Idaho.	Keller, Oscar E.	St. Paul, Minn.
Fuller, Alvan T.	Malden, Mass.	Kelley, Patrick H.	Lansing, Mich.
Fuller, Charles E.	Belvidere, Ill.	Kelly, M. Clyde	Braddock, Pa.
Gallagher, Thomas	Chicago, Ill.	Kendall, Samuel A.	Meyersdale, Pa.
Gallivan, James A.	Boston, Mass.	Kennedy, Ambrose	Woonsocket, R. I.
Gandy, Harry L.	Rapid City, S. Dak.	Kennedy, Charles A.	Montrose, Iowa.
Ganly, James V.	Bronx, New York City.	Kettner, William	San Diego, Calif.
Gard, Warren	Hamilton, Ohio.	Kiess, Edgar R.	Williamsport, Pa.
Garner, John N.	Uvalde, Tex.	Kincheloe, David H.	Madisonville, Ky.
Garrett, Finis J.	Dresden, Tenn.	King, Edward J.	Galesburg, Ill.
Gillett, Frederick H.	Springfield, Mass.	Kinkaid, Moses P.	O'Neill, Nebr.
Glynn, James P.	Winsted, Conn.	Kitchin, Claude	Scotland Neck, N. C.
Godwin, Hannibal L.	Dunn, N. C.	Kleczka, John C.	Milwaukee, Wis.
Goldfogle, Henry M.	New York City.	Knutson, Harold	St. Cloud, Minn.
Good, James W.	Cedar Rapids, Iowa.	Kraus, Milton	Peru, Ind.
Goodall, Louis B.	Sanford, Me.	Kreider, Aaron S.	Annville, Pa.
Goodwin, William S.	Warren, Ark.	Lampert, Florian	Oshkosh, Wis.
Goodykoontz, Wells	Williamson, W. Va.	Langley, John W.	Pikeville, Ky.
Gould, Norman J.	Seneca Falls, N. Y.	Lanham, Fritz G.	Fort Worth, Tex.
Graham, George S.	Philadelphia, Pa.	Lankford, William C.	Douglas, Ga.
Graham, William J.	Aledo, Ill.	Larsen, William W.	Dublin, Ga.
Green, William R.	Council Bluffs, Iowa.	Layton, Caleb R.	Georgetown, Del.
Greene, Frank L.	St. Albans, Vt.	Lazaro, Ladislav	Washington, La.
Greene, William S.	Fall River, Mass.	Lea, Clarence F.	Santa Rosa, Calif.
Griest, W. W.	Lancaster, Pa.	Lee, Gordon	Chickamauga, Ga.
Griffin, Anthony J.	New York City.	Lehlbach, Frederick R.	Newark, N. J.
Hadley, Lindley H.	Bellingham, Wash.	Leshner, John V.	Sunbury, Pa.
Hamill, James A.	Jersey City, N. J.	Linthicum, J. Charles	Baltimore, Md.
Hamilton, Edward L.	Niles, Mich.	Little, Edward C.	Kansas City, Kans.
Hardy, Guy U.	Canon City, Colo.	Loneragan, Augustine	Hartford, Conn.
Hardy, Rufus	Corsicana, Tex.	Longworth, Nicholas	Cincinnati, Ohio.
Harreld, John W.	Oklahoma City, Okla.	Luce, Robert	Waltham, Mass.
Harrison, Thomas W.	Winchester, Va.	Lufkin, Willfred W.	Essex, Mass.
Hastings, William W.	Tahlequah, Okla.	Luhling, Oscar R.	Evansville, Ind.
Haugen, Gilbert N.	Northwood, Iowa.	McAndrews, James	Chicago, Ill.
Hawley, Willis C.	Salem, Oreg.	McArthur, Clifton N.	Portland, Oreg.
Hayden, Carl	Phoenix, Ariz.	McClintic, James V.	Snyder, Okla.
Hays, Edw. D.	Cape Girardeau, Mo.	McCulloch, Roscoe C.	Canton, Ohio.
Hernandez, Benigno C.	Tierra Amarilla, N. Mex.	McDuffie, John	Monroeville, Ala.
Hersey, Ira G.	Houlton, Me.	McFadden, Louis T.	Canton, Pa.
Hersman, Hugh S.	Gilroy, Calif.	McGlennon, Cornelius A.	East Newark, N. J.
Hickey, Andrew J.	Laporte, Ind.	McKenzie, John C.	Elizabeth, Ill.
Hicks, Frederick C.	Port Washington, N. Y.	McKeown, Tom D.	Ada, Okla.
Hill, William H.	Johnson City, N. Y.	McKiniry, Richard F.	New York City.
Hoch, Homer	Marion, Kans.	McKinley, William B.	Champaign, Ill.

¹ Elected in place of Edmund Platt, resigned.² Elected in place of Edwin Y. Webb, resigned.

Names and post-office addresses of Members and Delegates of the House of Representatives—Continued.

Name.	Home post office.	Name.	Home post office.
McLane, Patrick	Scranton, Pa.	Randall, Clifford E.	Kenosha, Wis.
McLaughlin, James C.	Muskegon, Mich.	Ransley, Harry C.	Philadelphia, Pa.
McLaughlin, Melvin O.	York, Nebr.	Rayburn, Sam.	Bonham, Tex.
McLeod, Clarence J.	Detroit, Mich.	Reavis, C. Frank	Falls City, Nebr.
McPherson, Isaac V.	Aurora, Mo.	Reber, John	Pottsville, Pa.
MacCrate, John	Brooklyn, N. Y.	Reed, Daniel A.	Dunkirk, N. Y.
MacGregor, Clarence	Buffalo, N. Y.	Reed, Stuart F.	Clarksburg, W. Va.
Madden, Martin B.	Chicago, Ill.	Rhodes, Marion E.	Potosi, Mo.
Magee, Walter W.	Syracuse, N. Y.	Ricketts, Edwin D.	Logan, Ohio.
Maher, James P.	Brooklyn, N. Y.	Riddick, Carl W.	Lewistown, Mont.
Major, Samuel C.	Fayette, Mo.	Riordan, Daniel J.	New York City.
Mann, Edward C.	St. Matthews, S. C.	Robinson, Leonidas D.	Wadesboro, N. C.
Mann, James R.	Chicago, Ill.	Robson, John M.	Barbourville, Ky.
Mansfield, Joseph J.	Columbus, Tex.	Rodenberg, William A.	East St. Louis, Ill.
Mapes, Carl E.	Grand Rapids, Mich.	Rogers, John Jacob	Lowell, Mass.
Martin, Whitnell P.	Thibodaux, La.	Romjue, Milton A.	Macon, Mo.
Mason, William E.	Chicago, Ill.	Rose, John M.	Johnstown, Pa.
Mays, James H.	Salt Lake City, Utah.	Rouse, Arthur B.	Burlington, Ky.
Mead, James M.	Buffalo, N. Y.	Rowan, Joseph	New York City.
Merritt, Schuyler	Stamford, Conn.	Rowe, Frederick W.	Brooklyn, N. Y.
Michener, Earl C.	Adrian, Mich.	Rubey, Thomas L.	Lebanon, Mo.
Miller, John F.	Seattle, Wash.	Rucker, William W.	Keytesville, Mo.
Milligan, Jacob L. ¹	Richmond, Mo.	Sabath, Adolph J.	Chicago, Ill.
Minahan, Daniel F.	Orange, N. J.	Sanders, Archie D.	Stafford, N. Y.
Monahan, James G.	Darlington, Wis.	Sanders, Everett	Terre Haute, Ind.
Mondell, Frank W.	Newcastle, Wyo.	Sanders, Jared Y.	Bogalusa, La.
Montague, Andrew J.	Richmond, Va.	Sanford, Rollin B.	Albany, N. Y.
Moon, John A.	Chattanooga, Tenn.	Schall, Thomas D.	Minneapolis, Minn.
Mooney, Charles A.	Cleveland, Ohio.	Scott, Frank D.	Alpena, Mich.
Moore, C. Ellis	Cambridge, Ohio.	Scully, Thomas J.	South Amboy, N. J.
Moore, R. Walton	Fairfax, Va.	Sears, William J.	Kissimmee, Fla.
Moore, Merrill	Indianapolis, Ind.	Sells, Sam R.	Johnson City, Tenn.
Morin, John M.	Pittsburgh, Pa.	Sherwood, Isaac R.	Toledo, Ohio.
Mott, Luther W.	Oswego, N. Y.	Shreve, Milton W.	Erie, Pa.
Mudd, Sydney E.	La Plata, Md.	Siegel, Isaac	New York City.
Murphy, Frank	Steubenville, Ohio.	Sims, Thetus W.	Linden, Tenn.
Neely, M. M.	Fairmont, W. Va.	Sinclair, James H.	Kennmare, N. Dak.
Nelson, Adolphus P.	Grantsburg, Wis.	Sinnott, Nicholas J.	The Dalles, Oreg.
Nelson, William L.	Columbia, Mo.	Sisson, Thomas U.	Winona, Miss.
Newton, Cleveland A.	St. Louis, Mo.	Slomp, C. Bascom	Big Stone Gap, Va.
Newton, Walter H.	Minneapolis, Minn.	Small, John H.	Washington, N. C.
Nicholls, Samuel J.	Spartanburg, S. C.	Smith, Addison T.	Twin Falls, Idaho.
Nolan, John I.	San Francisco, Calif.	Smith, Frank L.	Dwight, Ill.
O'Connell, David J.	Brooklyn, N. Y.	Smith, J. M. C.	Charlotte, Mich.
O'Connor, James	New Orleans, La.	Smith, Thomas F.	New York City.
Ogden, Charles F.	Louisville, Ky.	Smithwick, John H.	Pensacola, Fla.
Oldfield, William A.	Batesville, Ark.	Snell, Bertrand H.	Potsdam, N. Y.
Oliver, William B.	Tuscaloosa, Ala.	Snyder, Homer P.	Little Falls, N. Y.
Olney, Richard	Dedham, Mass.	Steagall, Henry B.	Ozark, Ala.
Osborne, Henry Z.	Los Angeles, Calif.	Stedman, Charles M.	Greensboro, N. C.
Overstreet, James W.	Sylvania, Ga.	Steele, Henry J.	Easton, Pa.
Padgett, Lemuel P.	Columbia, Tenn.	Steenerson, Halvor	Crookston, Minn.
Paige, Calvin D.	Southbridge, Mass.	Stephens, A. E. B.	North Bend, Ohio.
Park, Frank	Sylvester, Ga.	Stephens, Hubert D.	New Albany, Miss.
Parker, James S.	Salem, N. Y.	Stevenson, William F.	Cheraw, S. C.
Parrish, Lucian W.	Henrietta, Tex.	Stiness, Walter R.	Cowesett, R. I.
Patterson, Francis F., jr. ²	Camden, N. J.	Stoll, Philip H.	Kingstree, S. C.
Pell, Herbert C., jr.	New York City.	Strong, James G.	Blue Rapids, Kans.
Perlman, Nathan D.	New York City.	Strong, Nathan L.	Brookville, Pa.
Peters, John A.	Ellsworth, Me.	Sullivan, Christopher D.	New York City.
Phelan, Michael F.	Lynn, Mass.	Summers, John W.	Walla Walla, Wash.
Porter, Stephen G.	Pittsburgh, Pa.	Summers, Hatton W.	Dallas, Tex.
Pou, Edward W.	Smithfield, N. C.	Sweet, Burton E.	Waverly, Iowa.
Purnell, Fred S.	Attica, Ind.	Swindall, Charles	Woodward, Okla.
Quin, Percy E.	McComb, Miss.	Swope, King	Danville, Ky.
Radcliffe, Amos H.	Paterson, N. J.	Tague, Peter F.	Boston, Mass.
Rainey, Henry T.	Carrollton, Ill.	Taylor, Edward T.	Glenwood Springs, Colo.
Rainey, John W.	Chicago, Ill.	Taylor, J. Will	Lafollette, Tenn.
Rainey, Lilius B.	Gadsden, Ala.	Taylor, Samuel M.	Pine Bluff, Ark.
Raker, John E.	Alturas, Calif.	Temple, Henry W.	Washington, Pa.
Ramsey, John R.	Hackensack, N. J.	Thomas, Robert Y., jr.	Central City, Ky.
Ramseyer, C. William	Bloomfield, Iowa.	Thompson, Charles J.	Defiance, Ohio.
Randall, Charles H.	Los Angeles, Calif.	Tillman, John N.	Fayetteville, Ark.

¹ Elected in place of Joshua W. Alexander, resigned.² Elected in place of William J. Browning, deceased.

Names and post-office addresses of Members and Delegates of the House of Representatives—Continued.

Name.	Home post office.	Name.	Home post office.
Tilson, John Q.	New Haven, Conn.	Webster, J. Stanley	Spokane, Wash.
Timberlake, Charles B.	Sterling, Colo.	Welling, Milton H.	Fielding, Utah.
Tincher, J. N.	Medicine Lodge, Kans.	Welty, Benjamin F.	Lima, Ohio.
Tinkham, George Holden	Boston, Mass.	Whaley, Richard S.	Charleston, S. C.
Towner, Horace M.	Corning, Iowa.	Wheeler, Loren E.	Springfield, Ill.
Treadway, Allen T.	Stockbridge, Mass.	White, Hays B.	Mankato, Kans.
Upshaw, William D.	Atlanta, Ga.	White, Wallace H., jr.	Lewiston, Me.
Vaile, William N.	Denver, Colo.	Williams, Thomas S.	Louisville, Ill.
Vare, William S.	Philadelphia, Pa.	Wilson, John H.	Butler, Pa.
Venable, William W.	Meridian, Miss.	Wilson, Riley J.	Harrisonburg, La.
Vestal, Albert H.	Anderson, Ind.	Wilson, William W.	Chicago, Ill.
Vinson, Carl.	Milledgeville, Ga.	Wingo, Otis	De Queen, Ark.
Voigt, Edward	Sheboygan, Wis.	Winslow, Samuel E.	Worcester, Mass.
Volk, Lester D.	Brooklyn, N. Y.	Wise, James W.	Fayetteville, Ga.
Volstead, Andrew J.	Granite Falls, Minn.	Wood, William R.	La Fayette, Ind.
Walsh, Joseph	New Bedford, Mass.	Woods, James P.	Roanoke, Va.
Walters, Anderson H.	Johnstown, Pa.	Woodyard, Harry C.	Spencer, W. Va.
Ward, Charles B.	DeBruce, N. Y.	Wright, William C.	Newnan, Ga.
Wason, Edward H.	Nashua, N. H.	Yates, Richard	Springfield, Ill.
Watkins, John T.	Minden, La.	Young, George M.	Valley City, N. Dak.
Watson, Henry W.	Langhorne, Pa.	Young, James	Kaufman, Tex.
Weaver, Zebulon	Asheville, N. C.	Zihlman, Frederick N.	Cumberland, Md.

DELEGATES.

Grigsby, George B.	Juneau, Alaska.	Kalanianaʻole, J. Kuhio	Waikiki, Hawaii.
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RESIDENT COMMISSIONERS.

Davila, Felix Cordova	Manati, P. R.	Gabaldon, Isauro	Nueva Ecija, P. I.
De Veyra, Jaime C.	Leyte, P. I.		

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Mr. Heflin assigned to, 15.

COMMITTEE ON CLAIMS (*House*).

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COMMITTEE ON COAST AND INSULAR SURVEY (*Senate*).

Mr. Hedlin assigned to, 15.

COMMITTEE ON COINAGE, WEIGHTS, AND MEASURES (*House*).

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COMMITTEE ON COMMERCE (*Senate*).

Mr. Hedlin assigned to, 15.

Mr. Willis appointed, 2407.

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COMMITTEE ON COMMITTEES (*House*).

Announcement of change of time for meeting of, 4466.

COMMITTEE ON CONSERVATION OF NATIONAL RESOURCES (*Senate*).

Mr. Hedlin assigned to, 15.

Mr. Willis appointed, 2407.

Mr. Gronna excused, 2407.

COMMITTEE ON DISPOSITION OF USELESS EXECUTIVE PAPERS (*Joint*).

Reports by

Proceeds of sales of useless papers (H. Rept. 1419). (*Omitted in Record*).
 Useless papers in Civil Service Commission (H. Rept. 1199). (*Omitted in Record*).
 Useless papers in Department of the Interior (H. Rept. 1200). (*Omitted in Record*).
 Useless papers in Department of State (H. Rept. 1330). (*Omitted in Record*).
 Useless papers in Government Printing Office (H. Rept. 1336). (*Omitted in Record*).
 Useless papers in Navy Department (H. Rept. 1175). (*Omitted in Record*).
 Useless papers in Post Office Department (H. Rept. 1420). (*Omitted in Record*).

COMMITTEE ON DISPOSITION OF USELESS PAPERS IN THE EXECUTIVE DEPARTMENTS (*Senate*).

Appointed, 41, 110, 497, 807, 1182, 1992, 2181, 4218.

Mr. Glass assigned to, 15.

COMMITTEE ON DISTRICT OF COLUMBIA (*House*).

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 Masonic Mutual Relief Association (H. Rept. 1244), 2100.
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COMMITTEE ON DISTRICT OF COLUMBIA (*Senate*).

Mr. Glass assigned to, 15.

Reports by

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 Washington Market Co. (bill H. R. 9036), 4245.
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COMMITTEE ON EDUCATION (*House*).

Reports by

Department of Education (H. Rept. 1201), 1539.
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COMMITTEE ON EDUCATION AND LABOR (*Senate*).

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Department of education (S. Rept. 824), 4109.
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COMMITTEE ON ELECTION OF PRESIDENT, VICE PRESIDENT, AND REPRESENTATIVES IN CONGRESS (*House*).

Reports by

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COMMITTEE ON ELECTIONS NO. 3 (*House*).

Reports by

Wickersham v. Sulzer and Grigsby (H. Rept. 1319), 3074, 3098.

COMMITTEE ON ENROLLED BILLS (*House*).

Resolution to allow additional clerks to (see H. Res. 692*).

COMMITTEE ON EXPENDITURES IN THE INTERIOR DEPARTMENT (*Senate*).

Mr. Glass assigned to, 15.

COMMITTEE ON EXPENDITURES IN THE TREASURY DEPARTMENT (*Senate*).

Mr. Gooding appointed, 2407.

COMMITTEE ON EXPENDITURES IN THE WAR DEPARTMENT (*House*).

Reports by

Expenditures in the Ordnance Department (H. Rept. 1400). (*Omitted in Record*).
 Expenditures made in foreign countries during the World War (H. Rept. 1410). (*Omitted in Record*).
 Inventory of property on hand in the War Department (H. Rept. 1406). (*Omitted in Record*).
 Leather goods and equipment purchased during the World War (H. Rept. 1307), 2823.
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COMMITTEE ON FINANCE (*Senate*).

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 Copper River & Northwestern Railway Co. (S. Rept. 668), 449.
 Emergency tariff on agricultural products (S. Rept. 683), 1490.
 War risk insurance beneficiaries (bill H. R. 13558), 4380.

COMMITTEE ON FISHERIES (*Senate*).

Mr. Glass assigned to, 15.

COMMITTEE ON FLOOD CONTROL (*House*).

Reports by

Atchafalaya, Red, and Black Rivers (H. Rept. 1631), 3230.
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COMMITTEE ON FOREIGN AFFAIRS (*House*).

Mr. Rogers resigned, 171.

Reports by

Adjustment of accounts of certain diplomatic and consular officers (H. Rept. 1218), 1913.
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COMMITTEE ON FOREIGN RELATIONS (*Senate*).

Resolution to continue employment of assistant clerk to (see S. Res. 448*).

Reports by

Acquisition of land and buildings at London, England (S. Rept. 716), 1995.
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 Cabrera, Don Manuel Estrada (S. Res. 395), 1294.
 Diplomatic and consular appropriation bill (S. Rept. 773), 2892.
 European Relief Council (S. Rept. 708), 1727.
 Haiti (S. Res. 428), 2406.
 Loans to foreign Governments (S. J. Res. 245; S. Res. 422), 2405, 2406.
 Naval disarmament (S. Rept. 709), 1727.
 Santo Domingo (S. Res. 428), 2406.
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COMMITTEE ON IMMIGRATION (*Senate*).

Reports by

Chinese immigration (S. J. Res. 232), 4245.
 Fischer, Emil S. (S. J. Res. 255), 4246.
 Temporary suspension of immigration (S. Rept. 789), 3170.

COMMITTEE ON IMMIGRATION AND NATURALIZATION (*House*).

Reports by

Fischer, Emil S. (H. Rept. 1290), 2620.
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COMMITTEE ON INAUGURATION OF PRESIDENT (*Joint*).

Appointed, 44, 304, 308.

Mr. Rucker resigned, 4354.

Mr. Stedman appointed, 4354.

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COMMITTEE ON INDIAN AFFAIRS (*House*).

Mr. Elston resigned, 30.

Reports by

Auld, Addie May and Archie William (H. Rept. 1308), 2888.
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 Chickasaw Indians (H. Rept. 1202), 1539.
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 Choctaw and Chickasaw Sanatorium near Tahleah, Okla. (H. Rept. 1130), 495.
 Coal and asphalt deposits in Choctaw and Chickasaw Nations (H. Rept. 1126), 495.
 Coffey, James I. (H. Rept. 1397), 4216.
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COMMITTEE ON INDIAN AFFAIRS (House)—Continued.

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Great Northern Railway Co. (H. Rept. 1248), 2151.
 Heirs of deceased Indian allottees (H. Rept. 1129), 495.
 Holmes, J. L. (H. Rept. 1347), 3652.
 Hord, William B. (H. Rept. 1318), 3029.
 Indian Service reorganization (H. Repts. 1189, 1228), 1438, 2042.
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 Ottawa Indians (H. Rept. 1344), 3589.
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 School district No. 9, Glacier County, Mont. (H. Rept. 1135), 544.
 Seminole Indians (H. Rept. 1202), 1539.
 Superintendent of Five Civilized Tribes (H. Rept. 1141), 616.
 Turner, Clarence W. (H. Rept. 1318), 3029.
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COMMITTEE ON INDIAN AFFAIRS (Senate).

Reports by

Auld, Addie May and Archie William (S. Rept. 685), 1542.
 Choctaw and Chickasaw Indians (bills H. R. 12157, 15011), 3109.
 Choctaw, Chickasaw, Cherokee, Creek, and Seminole Indians (S. Rept. 813), 3724.
 Five Civilized Tribes (S. Repts. 682, 825), 1340, 4173.
 Fort Belknap Indian Reservation, Mont. (S. Rept. 805), 3293.
 Indian appropriation bill (S. Rept. 744), 2406.
 Memorials to Chickasaw and Seminole Tribes of Indians (bill H. R. 15085), 4407.
 Nisqually Reservation, Wash. (S. Rept. 746), 2406.
 Osage Indians (S. Rept. 704), 1697.
 Osage Nation (S. Rept. 679); bill S. 808, 1183, 1340.
 Quapaw Indians (S. Rept. 705), 1697.
 Reynolds, Albert H. (S. Rept. 684), 1542.
 Stamm, Hugo (S. Rept. 745), 2406.
 Turtle Mountain Reservation, N. Dak. (S. Rept. 747), 2406.
 Uintah Indian Reservation, Utah (letter of Secretary of Interior), 1727.

COMMITTEE ON INDUSTRIAL ARTS AND EXPOSITIONS (House).

Mr. McLeod elected member of, 1418.

COMMITTEE ON INSULAR AFFAIRS (House).

Mr. McLeod, elected member of, 1418.

Reports by

Philippine Islands (H. Rept. 1176), 1181.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE (House).

Reports by

Alien enemy property (H. Rept. 1329), 3230.
 Bayou Cocodrie, La. (H. Rept. 1327), 3230.
 Bridges: Alabama River (H. Rept. 1119), 356.
 — Columbia River (H. Rept. 1265), 2284.
 — Delaware River (H. Rept. 1287), 2478.
 — Detroit River, Mich. (H. Rept. 1388), 4216.
 — Hudson River (H. Repts. 1148, 1282), 805, 2478.
 — Lake St. Croix, Wis. (H. Rept. 1179), 1236.
 — Little Calumet River, Ill. (H. Rept. 1232), 2042.
 — Mobile Bay, Ala. (H. Rept. 1217), 1853.
 — Newark Bay, N. J. (H. Rept. 1149), 806.
 — Pearl River, Miss. (H. Rept. 1328), 3230.
 — Pee Dee River, S. C. (H. Rept. 1156), 836.
 — Potomac River (H. Rept. 1390), 4216.
 — Rio Grande River (H. Rept. 1285), 2478.
 — Rock River, Wis. (H. Rept. 1349), 3652.
 — St. Louis & San Francisco Railway Co. (H. Rept. 1337), 3438.
 — Santee River, S. C. (H. Rept. 1155), 836.
 — Savannah River (H. Repts. 1230, 1358), 2042, 3829.
 — Sulphur River, Tex. (H. Rept. 1152), 806.
 — Susquehanna River, Pa. (H. Repts. 1150, 1181), 806, 1292.
 — Tennessee River (H. Rept. 1198), 1539.
 — Tug River, Ky. and W. Va. (H. Rept. 1147), 792.
 — Wateree River, S. C. (H. Rept. 1157), 836.
 — Withlacoochee River, Ga. (H. Rept. 1151), 806.
 Coast Guard retired pay (H. Rept. 1286), 2478.
 Contracts for construction work and purchase of supplies for railroads (H. Rept. 1340), 3620.
 Dike across Mud Slough on Isthmus Inlet, Oreg. (H. Rept. 1158), 916.
 Federal Power Commission (H. Rept. 1299), 2685.
 Foreign trade statistics (H. Rept. 1216), 1853.
 Grand River, Colo. and Utah (H. Rept. 1354), 3722.
 Lighthouse Service (H. Rept. 1352), 3652.
 Maternity and infancy (H. Rept. 1255), 2179.
 National Army officers disabled while in service (H. Rept. 1284), 2478.
 New York State Barge Canal (H. Rept. 1275), 2401.
 Panama Canal Zone—rate of interest on deposit money orders (H. Rept. 1182), 1292.
 Panhandle and Plains section of Texas and Oklahoma (H. Rept. 1289), 2539.
 Penal Code of Canal Zone at Panama (H. Rept. 1215), 1853.
 Transportation act, 1920 (H. Repts. 1123, 1243, 1360), 401, 2100, 3912.

COMMITTEE ON INTERSTATE COMMERCE (Senate).

Reports by

Competitive bids for contracts for construction work and purchase of supplies by common carriers (bill S. 4933), 2154.
 Panhandle and Plains section of Texas and Oklahoma (bill S. 4981), 4392.
 Transportation act of 1920 (bills S. 4526, 4898; H. R. 15836), 112, 2298, 3233.
 Transportation of explosives (bill H. R. 12161), 2182.

COMMITTEE ON INVALID PENSIONS (House).

Reports by

Kinlston, Malinda (H. Rept. 1180), 1292.
 Osborne, Catherine (H. Rept. 1180), 1292.
 Specified pension cases (H. Repts. 1128, 1180, 1183, 1235), 495, 1292, 2100.

COMMITTEE ON IRRIGATION OF ARID LANDS (House).

Reports by

Rio Grande waste and drainage water (H. Rept. 1411), 4522.
 Yuma project, Ariz. (H. Rept. 1203), 1539.

COMMITTEE ON IRRIGATION AND RECLAMATION OF ARID LANDS (Senate).

Mr. Gooding appointed, 2407.

Mr. Borah excused, 2407.

Reports by

Rights of way over public lands for irrigation projects (bill S. 4421), 2482.

COMMITTEE ON THE JUDICIARY (House).

Reports by

Boundary waters adjacent to certain States (H. Rept. 1376), 4009.
 Clerks of courts (H. Rept. 1208), 1695.
 Connecticut (H. Rept. 1169), 1082.
 Impeachment of Kenesaw Mountain Landis (H. Rept. 1407), 4359.
 Incorporation of companies to promote trade with China (H. Rept. 1312), 2888.
 National Conservatory of Music of America (H. Rept. 1171), 1134.
 New Mexico (H. Rept. 1205), 1656.
 Oklahoma (H. Rept. 1277), 2401.
 Suits in admiralty for collisions caused by and salvage services rendered to public vessels of United States (H. Rept. 1301), 2760.
 Suspending operation of war laws (H. Rept. 1111), 30.

COMMITTEE ON THE JUDICIARY (Senate).

Resolution authorizing them to investigate relative to credits to foreign governments under the Liberty loan acts (see S. Res. 471*).

Reports by

Alien enemy property (bill S. 4897), 1995.
 Boundary waters adjacent to certain States (S. Rept. 734), 2298.
 Connecticut (bill S. 4682), 735.
 District of Columbia: forcible entry and detainer in landlord and tenant cases (bill S. 4746), 808.
 Duties of judges of United States district courts (S. Rept. 826), 4223.
 Flynderborg, Danish steamship (S. Rept. 718), 1995.
 Salaries of clerks of United States courts (S. Rept. 731), 2297.
 Suspending operation of certain war laws (S. Rept. 706), 1697.
 West Virginia (S. Rept. 678), 1183.

COMMITTEE ON THE LIBRARY (Senate).

Reports by

Arlington Memorial Amphitheater and Arlington National Cemetery, Va. (bill H. R. 8032), 4439.
 Memorial to the dead of the First Division, A. E. F., in the World War (S. J. Res. 226), 3373.

COMMITTEE ON MANUFACTURES (Senate).

Reports by

Coal industry (S. Rept. 815), 3724.

COMMITTEE ON MERCHANT MARINE AND FISHERIES (House).

Authorized to sit during sessions of House, 425.

Reports by

Alaskan fisheries (H. Rept. 1270), 2284.
 American seamen (H. Rept. 1146), 774.
 Claims of wooden-ship builders growing out of the World War (H. Rept. 1334), 3357.
 Fish-rescue station in Wisconsin (H. Rept. 1271), 2284.
 Radio stations (H. Rept. 1269), 2284.

COMMITTEE ON MILITARY AFFAIRS (House).

Authorized to sit during sessions of House, 2799.

Mr. Anthony resigned, 30.

Reports by

Application of J. M. Hill and C. C. Lindsay to inspect archives of War Department (H. Rept. 1341), 3520.
 Army enlistments (H. Rept. 1168), 1082.
 Atherton, Francis M. (H. Rept. 1238), 2100.
 Brown, William C. (H. Rept. 1245), 2150.
 Buffington, Benjamin R. (H. Rept. 1122), 401.
 Camp Dodge, Iowa (H. Rept. 1227), 2042.
 Camp Funston, Kans. (H. Rept. 1196), 1488.
 Campbell, Albert H. (H. Rept. 1288), 2539.
 Campbell, Oliver A. (H. Rept. 1188), 1438.
 Colors, standards, and guidons of demobilized organizations of the Army (H. Rept. 1231), 2042.
 Federal Board for Vocational Education (H. Rept. 1309), 2888.
 Fort De Russy Military Reservation, Hawaii (H. Rept. 1172), 1134.
 Fort George Wright, Wash. (H. Rept. 1174), 1181.
 Gandy, Lloyd E. (H. Rept. 1174), 1181.
 German aeroplanes purchased (H. Rept. 1253), 2127.
 Jackson Barracks, New Orleans, La. (H. Rept. 1316), 2960.
 Langley Field, Va. (H. Rept. 1229), 2042.
 Mattingley, William Thomas (H. Rept. 1279), 2401.
 National Home for Disabled Volunteers (H. Rept. 1295), 2685.
 National Museum exhibit of arms, equipment, and clothing (H. Rept. 1231), 2042.
 Neaf, Mary (H. Rept. 1317), 2960.
 Ordnance storekeeper in Army (H. Rept. 1342), 3520.
 Raysor, Marion C. (H. Rept. 1223), 1913.
 Remains of an unknown American killed in France (H. Rept. 1292), 2620.
 Silvers, Rhodilla (bill S. 3765), 4245.
 Stroud, Elijah (bill S. 1260), 4245.
 Teare, Charles C. (bill S. 3990), 4245.
 Waring, John B. H. (H. Rept. 1110), 10.

COMMITTEE ON MILITARY AFFAIRS (Senate).

Reports by

Army appropriation bill (S. Rept. 809), 3656.
 Army enlistments (S. Rept. 676), 1086.
 Army exhibit at National Museum (S. Rept. 763), 2694.
 Army stores and surplus military supplies (S. Res. 426), 1824.
 Baggott, John W. (S. Rept. 729), 2182.
 Benson, Francis M. (bill S. 1199), 1490.
 Certain, Wilson (S. Rept. 720), 1995.

COMMITTEE ON MILITARY AFFAIRS (*Senate*)—Continued.

Reports by
 Chick, John (S. Rept. 714), 1855.
 Clark, Alfred (bill S. 4284), 1183.
 Colors, standards, and guidons used by demobilized organizations of World War (S. Rept. 763), 2694.
 Confirmation of military nominations (action in open executive session), 2223.
 Fort Buford Military Reservation (bill S. 4686), 1856.
 Fort De Russy Military Reservation, Hawaiian Islands (S. Rept. 664), 149.
 Fort Jackson, at New Deptford, Ga. (S. Rept. 665), 149.
 Free transportation and subsistence from Europe to the United States for ex-service men (S. Rept. 712), 1855.
 Garrett, Jennie (S. Rept. 761), 2694.
 Garrett, Nathaniel (S. Rept. 761), 2694.
 Goodreau, Alexander W. (bill S. 1250), 1490.
 Howard, Warren V. (S. Rept. 703), 1697.
 Jackson Barracks, New Orleans, La. (bill S. 5030), 3691.
 Le Clear, George (bill H. R. 1299), 1995.
 Lewis, Alfred E. (bill H. R. 1300), 1995.
 Longevity pay for Reserve and National Guard officers (S. Rept. 802), 3170.
 Loomis, Abner W. (bill S. 1766), 1490.
 Manzer, Nathan (S. Rept. 702), 1697.
 Mariveles Quarry, Philippine Islands (S. Rept. 757), 2625.
 Ordnance storekeeper in Army (S. Rept. 767), 2825.
 Parke, Richard (S. Rept. 762), 2694.
 Phillips, Thomas E. (bill S. 1198), 1490.
 Putnam, Elijah C. (S. Rept. 810), 3656.
 Reduction of the Army (S. Rept. 713), 1855.
 Reid, George F. (S. Rept. 719), 1995.
 Retired officers ordered to active duty (S. Rept. 723), 2046.
 State war-service records (bill S. 1532), 1490.
 War trophies (bill S. 643), 149.

COMMITTEE ON MINES AND MINING (*House*).
 Mr. Rhodes elected chairman, 34.

Reports by
 Assessment work on mining claims (H. Rept. 1127), 495.
 Suspension of assessment work on mining claims (H. Rept. 1118), 305.
 War minerals producers (H. Rept. 1206), 1657.

COMMITTEE ON MINES AND MINING (*Senate*).

Reports by
 Dolbear, Samuel H. (bill S. 4694), 2892.
 Suspension of assessment work on mining claims (bill S. 4565), 283.
 War minerals producers (bill S. 4900), 2553.

COMMITTEE ON NAVAL AFFAIRS (*House*).
 Mr. Kelley resigned, 30.

Reports by
 Miller, Ellis B. (H. Rept. 1392), 4216.
 Naval appropriation balances for prior years (H. Rept. 1291), 2620.
 Wearing of the uniform of the Army and Navy by discharged soldiers, sailors, and marines (H. Rept. 1177), 1181.

COMMITTEE ON NAVAL AFFAIRS (*Senate*).

Reports by
 Bureau of Aeronautics (S. Rept. 743), 2406.
 Hamilton, Albert (S. Rept. 722), 2046.
 Naval appropriation bill (S. Rept. 816), 3835.
 Report of Joint Committee on Naval Construction (S. J. Res. 227), 449.
 Sullik, Anthony (bill H. R. 12337), 979.
 Suspension of the naval building program (S. Rept. 766), 2825, 3724.

COMMITTEE ON NAVAL AVIATION, AND SUBMARINE BASES (*Joint*).
 Joint resolution to extend time for submitting report by (see S. J. Res. 227*).COMMITTEE ON NAVAL BASES ON PACIFIC COAST (*Joint*).

Reports by
 Investigation (S. Doc. 366; H. Rept. 1272), 2298, 2357.

COMMITTEE ON NAVAL CONSTRUCTION (*Joint*).

Joint resolution extending time for making report by (see S. J. Res. 227*).

COMMITTEE ON PACIFIC ISLANDS, PORTO RICO, AND THE VIRGIN ISLANDS (*Senate*).

Mr. Gooding appointed, 2407.

Reports by
 Porto Rico (S. Rept. 674), 680.

COMMITTEE ON PATENTS (*House*).

Reports by
 Extending time for filing applications for letters patent (H. Rept. 1320), 3008.
 Patent Office force and salaries (H. Rept. 1115), 146.

COMMITTEE ON PATENTS (*Senate*).

Resolution to allow them to send for persons and papers; to administer oaths; employ stenographer, and sit during sessions or recess of Senate (see S. Res. 414*).

Reports by
 Applications for letters patent (bill H. R. 15662), 3737.

COMMITTEE ON PENSIONS (*House*).

Reports by
 Specified pension cases (H. Repts. 1159, 1234), 917, 2100.

COMMITTEE ON PENSIONS (*Senate*).

Reports by
 Cancellation of certain pensions (S. Rept. 771), 2825.
 Farrar, Robert W. (amendment), 2962.
 Pension appropriation bill (S. Rept. 742), 2406.
 Specified pension cases (S. Repts. 741, 759, 760, 770, 771, 772, 778, 779, 780, 811, 812), 2406, 2625, 2825, 3033, 3656.

COMMITTEE ON THE PHILIPPINES (*Senate*).

Mr. Gooding appointed, 2407.

COMMITTEE ON THE POST OFFICE AND POST ROADS (*House*).
 Mr. Madden resigned, 30.

Reports by
 Accidents in the Air Mail Service (H. Rept. 1389), 4216.
 Glendale, Calif. (H. Rept. 1393), 4216.
 Postmasters and employees of the Postal Service (H. Rept. 1252), 2150.

COMMITTEE ON POST OFFICES AND POST ROADS (*Senate*).
 Mr. Hedlin assigned to, 15.

Reports by
 Post Office appropriation bill (S. Rept. 721), 1995.
 Rural post roads (S. Rept. 726), 2182.

COMMITTEE ON PRINTING (*House*).

Mr. McClintic resigned, 2126.

Mr. Rouse appointed, 4480.

Reports by

Digest and Manual of Rules of House (H. Res. 708, 710), 4499, 4519.
 Indexing the Congressional Record (H. Rept. 1112), 36.
 National Encampment of Grand Army of the Republic (H. Con. Res. 76), 4195.

COMMITTEE ON PRINTING (*Joint*).

Mr. McClintic resigned, 2126.
 Mr. Robinson appointed in Senate on, 4531.
 Remarks in House relative to contracts for purchase of paper by, 4545.

COMMITTEE ON PRINTING (*Senate*).

Reports by

Daughters of the American Revolution (S. Res. 397, 456; S. Doc. 408), 202, 3362, 3737.
 Great Falls power project (S. Res. 452), 3737.
 National Association of State Commissioners of Agriculture (S. Res. 455; S. Doc. 409), 3362.
 National Encampment of Grand Army of the Republic (H. Con. Res. 76), 4220.
 Uintah Indian Reservation (S. Res. 462), 3737.

COMMITTEE ON PRIVILEGES AND ELECTIONS (*Senate*).

Reports by

Campaign expenditures (S. Rept. 823), 4122.

COMMITTEE ON PUBLIC BUILDINGS AND GROUNDS (*House*).

Reports by

Apartment house and hotel for Members of Congress (H. Rept. 1258), 2179.
 Bethlehem, Pa. (H. Rept. 1136), 544.
 Contractors and subcontractors for public buildings (H. Rept. 1249), 2150.
 Cradock, Va. (H. Rept. 1311), 2888.
 Duquoin, Ill. (H. Rept. 1310), 2888.
 Gastonia, N. C. (H. Rept. 1214), 1724.
 Hospitals for disabled ex-service men (H. Rept. 1250), 2150.
 Hospitals in New York State (H. Rept. 1137), 544.

COMMITTEE ON PUBLIC BUILDINGS AND GROUNDS (*Senate*).

Mr. Gooding appointed, 2407.
 Mr. Curtis excused, 2407.

Reports by

Caruthersville, Mo. (bill S. 2086), 4109.
 Spring Valley, Ill. (bill H. R. 2328), 3033.

COMMITTEE ON PUBLIC HEALTH AND NATIONAL QUARANTINE (*Senate*).

Mr. Willis appointed, 2407.

COMMITTEE ON PUBLIC INFORMATION. See COUNCIL OF NATIONAL DEFENSE.

COMMITTEE ON THE PUBLIC LANDS (*House*).

Mr. Swindall elected member of, 1418.

Reports by

Baca Float No. 3, Ariz. (H. Rept. 1298), 2685.
 Bellevue grant, St. Landry Parish, La. (H. Rept. 1263), 2180.
 Boron deposits (H. Rept. 1247), 2150.
 Calhoun, J. D. (H. Rept. 1187), 1392.
 Carson National Forest, N. Mex. (H. Rept. 1236), 2100.
 Columbia River Highway (H. Rept. 1387), 4107.
 Converse County, Wyo. (H. Rept. 1302), 2822.
 Ecorse, Mich.: private claim 61 (H. Rept. 1335), 3438.
 Homestead entries (H. Rept. 1293), 2620.
 Leasing of coal lands in Alaska (H. Rept. 1266), 2284.
 McComas, E. W. (H. Rept. 1336), 4107.
 Oklahoma town-site funds (H. Rept. 1251), 2150.
 Peabody, Augustus S. (H. Rept. 1254), 2180.
 Phoenix, Ariz. (H. Rept. 1285), 4107.
 Vashon Island Military Reservation, Wash. (H. Rept. 1233), 2042.
 Washington—leases of school lands (H. Rept. 1259), 2179.

COMMITTEE ON PUBLIC LANDS (*Senate*).

Resolution to allow them to employ an assistant clerk (see S. Res. 468*).

Reports by

Adams, James E. (bill H. R. 5081), 2182.
 Alaskan coal lands (S. Rept. 735), 2298.
 Boron deposits (S. Rept. 737), 2297.
 Bruce, A. A. (S. Rept. 728), 2182.
 Carson National Forest, N. Mex. (bill H. R. 14669), 4408.
 Downey, Idaho (bill H. R. 11004), 2298.
 Entries by ex-service men on the North Platte irrigation project, Nebraska and Wyoming (bill S. 4859), 2103.
 Final proof on homestead entries of ex-service men (bill H. R. 13592), 2182.
 Homestead entries on the former Standing Rock Indian Reservation (S. Rept. 727), 2182.
 Lemhi National Forest, Idaho (bill H. R. 13051), 2298.
 Montezuma National Forest, Colo. (bill H. R. 8692), 2182.
 Nez Perce National Forest, Idaho (bill H. R. 9028), 2298.
 North Dakota (S. Rept. 727), 2182.
 Oklahoma town-site trust funds (S. Rept. 736), 2297.
 Rainier National Forest, Wash. (bill H. R. 11851), 4408.
 Reopel, Ambrose (bill H. R. 15881), 4408.
 Right of way over Government land for the Columbia River Highway in Oregon (S. Rept. 733), 2298.

COMMITTEE ON PUBLIC LANDS (*Senate*)—Continued.

- Reports by*
 Rights of way for tramroads, canals, and reservoirs (bill H. R. 2946), 2297.
 Sandpoint, Idaho (bill H. R. 9702), 2182.
 South Dakota (S. Res. 727; H. J. Res. 346; bill H. R. 397), 2182.
 Targhee National Forest (bill H. R. 10434), 2298.
 Taxable status of lands received in exchange for lands formerly embraced in grants to the Oregon & California Railroad Co. and the Coos Bay Wagon Road Co. (S. Rept. 738), 2297.
 Weiser National Forest, Idaho (bill H. R. 1430), 2297.

COMMITTEE ON RAILWAYS AND CANALS (*House*).

- Reports by*
 Survey for canal from Cumberland Sound to the mouth of the Mississippi River (H. Rept. 1246), 2150.

COMMITTEE ON RECLASSIFICATION OF POSTAL SALARIES (*joint*).

Mr. Paige appointed, 870.

COMMITTEE ON RECONSTRUCTION AND PRODUCTION (*Senate*).

Resolution to allow them to employ counsel (see S. Res. 392*).

- Reports by*
 Building situation (S. Rept. 829), 4378.
 Coal industry (S. Rept. 666, pt. 2), 3293.
 Housing conditions (S. Rept. 666), 309.

COMMITTEE ON REFORM IN THE CIVIL SERVICE (*House*).

- Resolutions authorizing them to employ technical and clerical assistance (see H. Res. 687, 688).
 Resolution to allow messenger to (see H. Res. 606).
 Resolution to allow janitor to (see H. Res. 638).

- Reports by*
 Retirement of employees of United States (H. Repts. 1303, 1304), 2822.

COMMITTEE ON REORGANIZATION OF THE ADMINISTRATIVE BRANCH OF THE GOVERNMENT (*joint*).

Members on part of Senate appointed, 974.

COMMITTEE ON REVISION OF THE LAWS (*House*).

- Reports by*
 Codification of the general and permanent laws of United States (H. Rept. 781, Pt. II), 1392.

COMMITTEE ON REVISION OF THE LAWS (*joint*).

- Concurrent resolution to pay Hampton V. Ricks as messenger to (see H. Con. Res. 74).

COMMITTEE ON RIVERS AND HARBORS (*House*).

Mr. Dempsey resigned, 171.

- Reports by*
 Surveys of rivers and harbors (H. Rept. 1305), 2822.

COMMITTEE ON ROADS (*House*).

- Reports by*
 Appropriations for construction of post roads (H. Rept. 1268), 2284.

COMMITTEE ON RULES (*House*).

- Reports by*
 Special order: bill H. R. 11984 (H. Res. 611; H. Rept. 1121), 352.
 ——— bill H. R. 14461 (H. Res. 601; H. Rept. 1116), 127.
 ——— bill H. R. 15275 (H. Res. 689; H. Rept. 1339), 3488.
 ——— bill H. R. 15422 (H. R. Res. 634; H. Rept. 1170), 1112.
 ——— bill H. R. 15836 (H. Res. 663; H. Rept. 1306), 2799.
 ——— bill S. 3477 (H. Res. 514; H. Rept. 1142), 602.
 ——— H. J. Res. 382 (H. Res. 609; H. Rept. 1117), 288.
 ——— S. J. Res. 191 (H. Res. 610; H. Rept. 1120), 332.
 ——— S. J. Res. 212 (H. Res. 620; H. Rept. 1134), 524.

COMMITTEE ON RULES (*Senate*).

- Reports by*
 Bumphrey, M. H. (S. Rept. 786), 3110.
 Senate Manual (S. Res. 411), 756.

COMMITTEE ON STANDARDS, WEIGHTS, AND MEASURES (*Senate*).

- Mr. Willis appointed, 2407.
 Resolution authorizing them to hold hearings and to sit during sessions or recesses of Senate (see S. Res. 467*).

- Reports by*
 Standard of weights and measures for wheat-mill and corn-mill products (bill H. R. 9755), 4109.

COMMITTEE ON TERRITORIES (*House*).

- Reports by*
 Agricultural entries on coal lands in Alaska (H. Rept. 1138), 595.
 Electric light and power within the district of Hamakua, Hawaiian Islands (H. Rept. 1125), 447.

COMMITTEE ON TERRITORIES (*Senate*).

Mr. Willis appointed, 2407.

COMMITTEE ON TRANSPORTATION ROUTES TO THE SEABOARD (*Senate*).

Mr. Hefflin assigned to, 15.

COMMITTEE ON UNITED STATES SHIPPING BOARD OPERATIONS (*House*).

- Reports by*
 Investigation (H. Rept. 1399), 4341.

COMMITTEE ON WAR CLAIMS (*House*).

- Reports by*
 Brown, Adam and Noah, deceased (H. Rept. 1219), 1913.
 Dillon, Robert, deceased (H. Rept. 1383), 4009.
 Fox, Edward B., administrator (H. Rept. 1381), 4009.
 Hendricks, J. C., administrator (H. Rept. 1382), 4009.
 Keating, Vincent L. (H. Rept. 1192), 1438.
 Kentucky drafted men (H. Rept. 1378), 4009.
 Leahy, George M., receiver (H. Rept. 1379), 4009.
 Mason, Leander, and others (H. Rept. 1380), 4009.
 Montgomery, Mrs. D. (H. Rept. 1207), 1695.
 Wells, Alice E. (H. Rept. 1391), 4216.
 Winters, Blanche (H. Rept. 1361), 3912.

COMMITTEE ON WATER POWER (*House*).

- Reports by*
 Federal power commission (H. Rept. 1314), 2960.

COMMITTEE ON WAYS AND MEANS (*House*).

- Amendment and remarks in House relative to employment of expert, clerical, and stenographic services by, debated and agreed to, 2933.
 Announcement of dates upon which hearings will be held on the various schedules of the tariff law by, 287.
 Resolution to print hearings before (see H. Res. 624*).

Reports by

- Agricultural products—emergency tariff (H. Rept. 1139), 594, 595.
 Customs employees at Philadelphia, Pa. (H. Rept. 1343), 3589.
 Income and profits tax for 1918 (H. Rept. 1267), 2284.
 Opium traffic (H. Rept. 1345), 3589.
 Penalties for nonpayment of income tax (H. Rept. 1132), 544.

COMMITTEES OF CONGRESS, amendment and remarks in House relative to appointment of a joint committee to attend dedication of the Francis Scott Key Monument at Fort McHenry, Baltimore, Md., 970.

- Amendment in Senate to appoint joint select committee to investigate the Harriman geographic code system, 2626, 2831.
 Bill to appoint joint committee to arrange for purchase or construction of a residence and office building for the Vice President (see bill S. 4521).

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—Lieutenant colonels; nominated, 2588, 3481; confirmed, 4305, 4313.
—majors: nominated, 1566, 1613, 2588, 3398, 3481, 4067; withdrawn, 4074; confirmed, 2227, 2245, 4288, 4305, 4313, 4454.
—captains: nominated, 1613, 2588, 3481; confirmed, 2245, 4313.
—first lieutenants: nominated, 1566, 1614, 2589, 3481; confirmed, 2227, 2245, 4313.
—second lieutenants: nominated, 1566, 1615, 1624, 3482, 4067; withdrawn, 4074; confirmed, 2227, 2246, 4313, 4454.

Corps of Engineers: Lieutenant colonels; nominated, 1577; confirmed, 2243.
—majors: nominated, 1578, 3479; confirmed, 2243, 4309.
—captains: nominated, 1578, 2588, 3479; confirmed, 2244, 4309.
—second lieutenants: nominated, 1579, 1624, 3479; confirmed, 2228, 2244, 4309.
—second lieutenant: nominated, 1579, 1624, 3479; confirmed, 2244, 4309.

Dental Corps: majors; nominated, 1620; confirmed, 2237.
—captains: nominated, 1620, 2590, 3410; confirmed, 2237, 4306, 4454.
—first lieutenants: nominated, 1620; confirmed, 2237; withdrawn, 3411.

Field Artillery: colonel; nominated, 3485; confirmed, 4312.
—Lieutenant colonels: nominated, 1616, 3398, 3485; confirmed, 2246, 4288, 4312; withdrawn, 3410.
—majors: nominated, 1566, 1616, 2588, 3485; confirmed, 2227, 2246, 4305, 4312; withdrawn, 3410.
—captains: nominated, 1566, 1616, 2588, 3485, 4068; confirmed, 2227, 2246, 4312, 4454; withdrawn, 3410, 4074.
—first lieutenants: nominated, 1566, 1617, 3398, 3486, 4068; confirmed, 2227, 2247, 4288, 4313, 4454; withdrawn, 3410, 4074.
—second lieutenants: nominated, 1566, 1618, 1624, 3486; confirmed, 2227, 2248, 4313; withdrawn, 3410.

Finance Department: colonels nominated, 3478; confirmed, 4309.
—Lieutenant colonels: nominated, 3478; confirmed, 4309.
—majors: nominated, 1577, 3478; confirmed, 2233, 4309.
—captains: nominated, 1566, 1577; confirmed, 2227, 2233, 4309.

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Army appointments and promotions:

Finance Department: first lieutenants: nominated, 1577, 3478; confirmed, 2233, 4309.

—second lieutenants: nominated, 1577, 3478, 4067; confirmed, 2233, 4309, 4454; withdrawn, 3411, 4074.

Infantry: colonels; nominated, 1597, 2589, 3487; confirmed, 2250, 4305, 4314.

—Lieutenant colonels: nominated, 1566, 1597, 2589, 3398, 3487; confirmed, 2227, 2250, 4288, 4305, 4314.

—majors: nominated, 1566, 1597, 2589, 3398, 3487; confirmed, 2227, 2250, 4288, 4305, 4314; withdrawn, 3410.

—captains: nominated, 1567, 1598, 2589, 3398, 3487, 4068; confirmed, 2227, 2250, 4288, 4314, 4454; withdrawn, 3411.

—first lieutenants: nominated, 1567, 1601, 2589, 3398, 3487, 3560; confirmed, 2227, 2253, 4288, 4314; withdrawn, 3411.

—second lieutenants: nominated, 1567, 1609, 1624, 3398, 3487; confirmed, 2228, 2257, 4288, 4314; withdrawn, 3411.

Judge Advocate General's Department: colonels; nominated, 1567, 2587; confirmed, 2228, 4305.

—Lieutenant colonels; nominated, 1567, 2587; confirmed, 2228, 4305.

—majors: nominated, 1567; confirmed, 2228.

—captains: nominated, 1566, 1568; confirmed, 2228.

Medical Administrative Corps: captains; nominated, 1621; confirmed, 2233.

—first lieutenants: nominated, 1622; confirmed, 2233.

—second lieutenants: nominated, 1622; confirmed, 2234.

Medical Corps: Lieutenant colonels; nominated, 1589; confirmed, 2234.

—majors: nominated, 1590, 2589; confirmed, 2234, 4306; withdrawn, 3411.

—captains: nominated, 1591, 2589, 3398, 3400, 3560; confirmed, 2235, 4288, 4306; withdrawn, 3411.

—first lieutenants: nominated, 1594; confirmed, 2230; withdrawn, 3411.

Officers' Reserve Corps: major general; nominated, 1625; confirmed, 2260.

—brigadier generals: nominated and confirmed, 1625, 2260, 3863, 3871.

Ordnance Department: colonels; nominated, 3470; confirmed, 4310.

—Lieutenant colonels; nominated, 1579, 3479; confirmed, 2243, 4310.

—majors: nominated, 1566, 1579, 3480, 4067; confirmed, 2227, 2243, 4310, 4454; withdrawn, 4074.

—captains: nominated, 1579, 3480, 4067; confirmed, 2243, 4310, 4454; withdrawn, 4074.

—first lieutenants: nominated, 1579, 3481, 4067; confirmed, 2243, 4310, 4454; withdrawn, 4074.

—second lieutenants: nominated, 1580; confirmed, 2243.

Philippine Scouts: first lieutenants; nominated, 4074.

—second lieutenant: nominated, 1625; confirmed, 2260.

Porto Rico Regiment of Infantry: captains; nominated, 2589.

—first lieutenants: nominated, 2589.

Quartermaster Corps: colonels; nominated, 2587, 3475; confirmed, 2228, 4305, 4307.

—Lieutenant colonels; nominated, 3475; confirmed, 4307.

—majors: nominated, 1566, 1568, 3476, 4067; confirmed, 2227, 2228, 4308, 4454; withdrawn, 4074.

—captains: nominated, 1568, 3398, 3477, 4067; confirmed, 2228, 4288, 4308, 4454; withdrawn, 3411, 4074.

—first lieutenants: nominated, 1572, 3398, 3478, 4067; confirmed, 2230, 4288, 4309, 4454; withdrawn, 3411, 4074.

—second lieutenants: nominated, 1566, 3398, 3478, 4067; confirmed, 2227, 2232, 4288, 4309, 4454; withdrawn, 3411.

Signal Corps: colonel; nominated, 3410; confirmed, 4307.

—Lieutenant colonel; nominated, 1566, 1580, 3398, 3482, 4067; confirmed, 2238, 4288, 4311, 4454; withdrawn, 4074.

—majors: nominated, 1566, 1580, 3482, 4067; confirmed, 2227, 2238, 4311, 4454.

—captains: nominated, 1580, 3482; confirmed, 2238, 4311.

—first lieutenants: nominated, 1581, 3483; confirmed, 2238, 4311; withdrawn, 4074.

—second lieutenants: nominated, 1581; confirmed, 2238.

Veterinary Corps: colonels; nominated, 2591; confirmed, 4307.

—Lieutenant colonels; nominated, 2591; confirmed, 4307.

—majors: nominated, 2591; confirmed, 4307.

—captains: nominated, 1620, 2591; confirmed, 2237, 4307.

—first lieutenants: nominated, 1621, 2591, 4074; confirmed, 2237, 4307, 4454.

—second lieutenants: nominated, 1621; confirmed, 2238.

Civilian appointments and promotions:

Coast and Geodetic Survey; nominated, 4067; confirmed, 4129, 4174.

Coast Guard: nominated, 4067; confirmed, 4129, 4174.

Coulston, Melvin H., to be Commissioner of Patents; nominated, 4400, 4439; confirmed, 4400, 4453.

Davis, Norman H., to be Undersecretary of State; nominated, 4398, 4439; confirmed, 4398, 4453.

—to be member Commission on International Communication; nominated, 4532; confirmed, 4533.

Nielsen, Fred K., to be solicitor Department of State; nominated, 4400, 4409, 4439; confirmed, 4409, 4453.

Nugent, John R., to be Federal Trade Commissioner; nominated, 569; confirmed, 569.

Steamboat Inspection Service; nominated, 4067; confirmed, 4129, 4174.

Williams, William R., to be Assistant Secretary of War; nominated, 4532; confirmed, 4532.

Woodbury, Gordon: to be Assistant Secretary of the Navy; nominated, 4532; confirmed, 4532.

Marine Corps appointments and promotions:

Colonels; nominated, 4452; confirmed, 4465.

—Lieutenant colonels; nominated, 4452; confirmed, 4465.

—Majors; nominated, 4452; confirmed, 4465; withdrawn, 4465.

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Rear admirals; nominated, 4443; confirmed, 4459.
 Captains; nominated, 4442, 4443; confirmed, 4454, 4459.
 Commanders; nominated, 4442, 4443, 4449, 4451; confirmed, 4454, 4455, 4456, 4460.
 Lieutenant commanders; nominated, 4442, 4443, 4449, 4451; confirmed, 4454, 4455, 4456, 4460.
 Lieutenants; nominated, 4442, 4444, 4445, 4449, 4451; confirmed, 4454, 4455, 4456, 4460, 4462, 4465.
 Lieutenants (junior grade); nominated, 4442, 4445, 4446, 4450, 4451; confirmed, 4455, 4456, 4461.
 Ensigns; nominated, 4446; confirmed, 4463; withdrawn, 4465.
 Assistant naval constructors: Lieutenants; nominated, 4448, confirmed, 4456, 4464.
 — Lieutenants (junior grade); nominated, 4451; confirmed, 4464.
 Assistant surgeons: Lieutenants (junior grade); nominated, 4447, 4448, 4450, 4451; confirmed, 4456, 4463; withdrawn, 4465.
 Assistant dental surgeons: Lieutenants (junior grade); nominated, 4448, 4449, 4451; confirmed, 4456, 4464, 4465.
 Chaplain: Captain; nominated, 4452; confirmed, 4457, 4464.
 — commanders; nominated, 4448; confirmed, 4457, 4464.
 — Lieutenants (junior grade); nominated, 4439, 4448; confirmed, 4455, 4457, 4464.
 Passed assistant paymasters: Lieutenants; nominated, 4440, 4448, 4451, 4452; confirmed, 4456, 4457, 4458, 4464.
 Passed assistant surgeons: Lieutenants; nominated, 4441, 4442, 4443, 4446, 4447, 4448, 4450, 4451; confirmed, 4455, 4456, 4457, 4463.
 Passed assistant dental surgeons: Lieutenants; nominated, 4440, 4448, 4451; confirmed, 4456, 4457, 4464.
 Pay inspectors: Commanders; nominated, 4448; confirmed, 4464.
 Professor of mathematics: Captain; nominated, 4448; confirmed, 4464.
 — commander; nominated, 4448; confirmed, 4464.
 Chief boatswains; nominated, 4449; confirmed, 4464.
 Chief gunner; nominated, 4443, 4449; confirmed, 4455, 4464.
 Chief machinists; nominated, 4449; confirmed, 4464.
 Chief pay clerks; nominated, 4449, 4451; confirmed, 4456, 4465.
 Chief pharmacists; nominated, 4449, 4451; confirmed, 4456, 4465.

EX-GERMAN PASSENGER VESSELS, inquiry relative to reconditioning in foreign shipyards of certain (see S. Res. 421*).

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Bill to amend act granting the abandoned Fort Hays Military Reservation to State of Kansas for an experiment station and public park (see bill S. 4822).

Bill to purchase land occupied by experiment vineyards near Fresno and Oakville, Calif. (see bill H. R. 13402*).

EXPLORATORY WELL SITES, authorizing sale of (see bill S. 2379*).

EXPLOSIONS, amendment and remarks in Senate relative to appropriation for investigation and development of methods for prevention of grain dust, smut dust, and other plant dust explosions, 3657.

EXPLOSIVES, amend act to regulate transportation of (see bill H. R. 12161*).

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Amendments and remarks in Senate relative to appropriations for providing increased hospital facilities for disabled, 2626, 2635, 2695, 2702, 2723, 2776, 2839.

Amendments and remarks in House relative to training under the provisions of the vocational rehabilitation act of, 3819.

Amendment in Senate providing for land purchases by, 4397.

Bill giving preference in appointments under the civil service to (see bill S. 5049).

Bill to improve facilities of the Bureau of War Risk Insurance in the interest of (see bill H. R. 13558*).

Bill to provide adjusted compensation for (see bill H. R. 14157*).

Bills to amend act to provide for vocational rehabilitation of disabled (see bills S. 4643*; H. R. 15853*, 16077).

Bill to amend act to provide hospital and sanatorium facilities for disabled (see bill H. R. 16110).

Bills to furnish transportation and subsistence from Europe to the United States for certain (see bills S. 4889*; H. R. 15855).

Bills making appropriation for providing medical, surgical, and hospital services and supplies for disabled (see bills H. R. 14315*, 15894*).

Bill for relief of certain ex-service men who made public land entries in the North Platte irrigation project, Nebraska-Wyoming (see bill S. 4889*).

Bill authorizing final proof on homestead entries made by (see bill H. R. 13592*).

Bills to amend act relative to exemption from taxation of amounts received as training pay for vocational rehabilitation of (see bills S. 5018; H. R. 16150).

Joint resolution to repeal act prohibiting the wearing of the uniform of the United States by (see H. J. Res. 428*).

Joint resolution providing for renovation of buildings by the Public Health Service for hospitals for (see H. J. Res. 474).

Letter of Postmaster General transmitting report concerning recommendations of ex-service men for appointment as postmasters, 2621.

Letter of Surgeon General of Public Health Service relative to additional hospital construction needed for accommodation of disabled, 1441.

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Memorial of Legislature of Tennessee favoring the so-called France-Langley bill for erection of hospitals for disabled, 3361.

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- FARRELL, THOMAS F.**, appoint special messenger (see H. Res. 686*).
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- FAY, ANNIE**, pension (see bill H. R. 16012).
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- S. 1—Authorizing the cutting of timber for mining purposes by corporations organized in one State and conducting mining operations in another.
Mr. Pittman; debated, 578.—Passed House, 579.—Examined and signed, 793, 808.—Becomes a law without President's signature [Public, No. 296], 1490.
- S. 2—For the relief of Benjamin O. Kerlee.
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- S. 46—For the protection of the water supply of the town of Sunnyside, Utah.
Mr. King; amended and passed House, 582.—Senate concurs in House amendments, 684.—Examined and signed, 793, 808.—Approved by the President [Public, No. 294], 1086.
- S. 126—Conferring jurisdiction on the Court of Claims to permit the Yankton and Cuthead Bands of Sioux Indians to intervene in the action of the Sisseton and Wahpeton Bands of Sioux Indians against the United States (Docket No. 33731), and to hear, determine, and render judgment in said action in claims of Yankton and Cuthead Bands of Sioux Indians against the United States.
Mr. McCumber; reported back (H. Rept. 1224), 1913.
- S. 390—For the relief of Peter McKay.
Mr. Poindexter; debated, amended, and passed House, 755.—Senate concurs in House amendment, 873.—Examined and signed, 972, 1019.—Approved by the President [Private, No. 80], 1184.
- S. 429—To authorize an exchange of lands with Henry Blackburn.
Mr. Smoot; passed House, 772.—Examined and signed, 870, 871.—Approved by the President [Public, No. 295], 1086.
- S. 547—Authorizing the enlistment of non-English speaking citizens and aliens.
Mr. Chamberlain; approved [Public, No. 281], 24.
- S. 551—For the relief of the Copper River & Northwestern Railway Co.
Mr. Henderson; reported back (S. Rept. 668), 449.—Passed Senate, 2002.—Referred to House Committee on Claims, 2079.
- S. 564—To appropriate \$95,000 for the relief of Henry W. Cook, Arthur G. Cummer, and Waldo E. Cummer, trading as Cook-Cummer Steamship Co., copartnership, for the loss of schooner barges South West and North West.
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- S. 578—Providing for the survey of public lands remaining unsurveyed in the State of Florida, with a view of satisfying the grant in aid of schools made to said State under the act of Mar. 3, 1845, and other acts amendatory thereof.
Mr. Fletcher; debated, amended, and passed House, 2753.—Senate concurs in House amendment, 2828.—Examined and signed, 3025, 3038.—Approved [Public, No. 316], 3239.
- S. 643—To provide for the equitable distribution of captured war devices and trophies to the States and Territories of the United States and to the District of Columbia.
Mr. Wadsworth; referred to Senate Committee on Military Affairs, 44.—Reported back, 149.—Senate disagrees to amendments of House and asks for conference, 149.—Conferees appointed, 149, 479.—House disagrees to Senate amendments and agrees to conference, 479.
- S. 663—Fixing the term of service of Elijah C. Putnam during the Civil War.
Mr. Jones of New Mexico; reported back (S. Rept. 810), 3656.—Debated, 3774.
- S. 676—For the relief of Reuben R. Hunter.
Mr. Jones of New Mexico; debated and passed Senate, 2000.—Referred to House Committee on Claims, 2079.
- S. 684—For the payment of certain money to Albert H. Reynolds.
Mr. Jones of New Mexico; reported with amendment (S. Rept. 684), 1542.—Debated, amended, and passed Senate, 2304.—Referred to House Committee on Claims, 2382.
- S. 793—Authorizing the issuance of patent to the Milk River Valley Gun Club.
Mr. Myers; debated, amended, and passed House, 1527.—Senate concurs in House amendments, 1673.—Examined and signed, 1853, 1855.—Vetoed by the President, 2480.—Failed to pass in Senate over President's veto (S. Doc. 380), 2719.
- S. 804—Authorizing the Ponca Tribe of Indians residing in the States of Oklahoma and Nebraska to submit claims to the Court of Claims.
Mr. Owen; reported with amendment (H. Rept. 1239), 2100.
- S. 808—Conferring jurisdiction on the Court of Claims to hear, determine, and render judgment in the Osage civilization-fund claim of the Osage Nation of Indians against the United States.
Mr. Owen; reported back adversely and indefinitely postponed, 1340.
- S. 907—For the relief of John B. H. Waring.
Mr. Swanson; reported back (H. Rept. 1110), 10.
- S. 1004—For the relief of the owner of the steam lighter Cornelia.
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- S. 1006—For the relief of the owners of the schooner Horatio G. Foss.
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- S. 1017—To create a department of education, to authorize appropriations for the conduct of said department, to authorize the appropriation of money to encourage the States in the promotion and support of education, and for other purposes.
Mr. Smith of Georgia; reported with amendments (S. Rept. 824), 4109.
- S. 1198—For the relief of Thomas E. Phillips.
Mr. Sterling; reported back adversely and indefinitely postponed, 1490.
- S. 1199—To correct the military record of Francis M. Benson.
Mr. Sterling; reported back adversely and indefinitely postponed, 1490.
- S. 1250—To correct the military record of Alexander W. Goodreau.
Mr. Hale; reported back adversely and indefinitely postponed, 1490.
- S. 1260—For the relief of Elijah Stroud.
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- S. 1302—For the relief of John H. Rheinlander.
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- S. 1447—To correct the naval record of Fred C. Konrad.
Mr. Penrose; passed House, 790.—Examined and signed, 870, 871.—Approved by the President [Private, No. 76], 1086.
- S. 1532—Directing delivery of State war-service records to the States requesting same.
Mr. Sheppard; reported back adversely and indefinitely postponed, 1490.
- S. 1533—For the relief of Anna M. Tobin, independent executrix of the estate of Frank R. Tobin, deceased.
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- S. 1546—For the relief of Katie Norvall.
Mr. Phelan; debated and passed House, 750.—Examined and signed, 870, 871.—Approved by the President [Private, No. 77], 1086.
- S. 1551—To amend an act approved Mar. 3, 1891, incorporating the National Conservatory of Music of America.
Mr. Wadsworth; reported back (H. Rept. 1171), 1134.—Debated, 4214.—Passed House, 4342.—Examined and signed, 4366, 4466.—Approved by the President [Public, No. 376], 4531.
- S. 1637—For the relief of Albert H. Campbell.
Mr. Curtis; reported back (H. Rept. 1288), 2539.
- S. 1661—For the relief of Maj. Ellis B. Miller.
Mr. Kenyon; reported with amendment (H. Rept. 1392), 4216.
- S. 1695—Validating certain homestead entries.
Mr. Myers; reported with amendment (H. Rept. 1293), 2620.—Amended and passed House, 4486.—Senate concurs in House amendment, 4408.—Examined and signed, 4439, 4520.—Approved by the President [Public, No. 390], 4531.
- S. 1721—For the relief of Jennie Garrett.
Mr. Calder; reported with amendments (S. Rept. 761), 2694.
- S. 1743—For the relief of Matthew McDonald.
Mr. Curtis; debated and passed House, 790.—Examined and signed, 870, 871.—Approved by the President [Private, No. 78], 1086.

- S. 1766—For the relief of Abner W. Loomis.
Mr. Curtis; reported back adversely and indefinitely postponed, 1490.
- S. 2086—To provide for the erection of a public building on ground already acquired at Caruthersville, in the State of Missouri.
Mr. Spencer; reported back, 4109.
- S. 2120—For the relief of certain officers in the United States Army.
Mr. Johnson of California; reported with amendment (S. Rept. 817), 3835.
- S. 2188—To amend section 3 of an act entitled "An act making appropriations for sundry civil expenses of the Government for the fiscal year ending June 30, 1902, and for other purposes," approved Mar. 3, 1901 (31 Stat. L., p. 1133).
Mr. Smoot; debated and passed House, 592.—Senate concurs in House amendments, 684.—Examined and signed, 793.—Approved by the President [Public, No. 291], 808.
- S. 2189—To provide for agricultural entries on coal lands in Alaska.
Mr. Smoot; referred to House Committee on the Territories (*omitted in Record*).—Reported back (H. Rept. 1138), 595.
- S. 2252—Making an appropriation to pay the State of Massachusetts for expenses incurred and paid at the request of the President in protecting the harbors and fortifying the coast during the Civil War.
Mr. Lodge; reported back (S. Rept. 764), 2763.—Debated and passed Senate, 3767.—Referred to House Committee on Claims, 4543.
- S. 2274—For the relief of the owners of the schooner Charlotte W. Miller.
Mr. Gerry; reported back (H. Rept. 1190), 1438.
- S. 2278—For the relief of John Healy.
Mr. Colt; debated and passed House, 783.—Examined and signed, 870, 871.—Approved by the President [Private, No. 79], 1086.
- S. 2340—For the relief of Richard Parke.
Mr. Calder; reported with amendments (S. Rept. 762), 2694.—Amended and passed Senate, 3766.—Referred to House Committee on Military Affairs, 3895.
- S. 2871—For the relief of Kathryn Walker.
Mr. Fall; debated, amended, and passed House, 772, 808.—Senate concurs in House amendment, 873.—Examined and signed, 972, 1019.—Approved by the President [Private, No. 81], 1184.
- S. 2379—To provide for the disposition of certain public lands with drawn and improved under the provisions of the act of Congress approved June 25, 1910 (36 Stat. L., p. 847), as amended by the act of Aug. 24, 1912 (37 Stat. L., p. 497), and which are no longer needed.
Mr. Smoot; debated, amended, and passed House, 1529.—Senate concurs in House amendment, 1672.—Examined and signed, 1853, 1855.—Approved by the President [Public, No. 297], 2156.
- S. 2457—To provide for a library information service in the Bureau of Education.
Mr. McLean; debated, 1394.
- S. 2508—To appropriate \$5,000,000 for the purchase of seed grain and feed for live stock, to be supplied to farmers and stockmen in the drought-stricken areas of the United States; said amount to be expended under rules and regulations prescribed by the Secretary of Agriculture.
Mr. Gronna; reported with amendment, 3540.—Passed Senate, 3541.—Referred to House Committee on Appropriations, 3630.
- S. 2554—For the relief of J. B. Waterman.
Mr. Harding; reported with amendment (H. Rept. 1241), 2100.
- S. 2610—To provide for the disposal of certain waste and drainage water from the Yuma project, Arizona.
Mr. Smith of Arizona; reported with amendment (H. Rept. 1203), 1539.
- S. 2614—For the relief of Francis M. Atherton.
Mr. Walsh of Massachusetts; reported back (H. Rept. 1238), 2100.
- S. 2637—To amend an act entitled "An act for making further and more effectual provisions for the national defense, and for other purposes," approved June 3, 1916.
Mr. Wadsworth; reported with amendments (S. Rept. 723), 2040.
- S. 2665—For the relief of Prof. William H. H. Hart, principal of the Hart Farm School and Junior Republic for Dependent Children; to establish Hart University; and to provide for its maintenance and support.
Mr. Smoot; indefinitely postponed, 1998.
- S. 2682—For the relief of Blanche Winters.
Mr. Curtis; reported back (S. Rept. 701), 1675.—Debated and passed Senate, 2306.—Referred to House Committee on War Claims, 2729.—Reported with amendment (H. Rept. 1361), 3912.
- S. 2728—For the relief of settlers and entrymen on Baca Float No. 3 in the State of Arizona.
Mr. Smith of Arizona; reported with amendments (H. Rept. 1298), 2885.
- S. 2838—For the relief of Philip S. Everest.
Mr. Lenroot; reported back (S. Rept. 792), 3170.—Passed Senate, 3771.—Referred to House Committee on Indian Affairs, 3895.
- S. 2867—To authorize the President, when Maj. Gen. Crowder retires, to place him on the retired list of the Army as a Lieutenant general.
Mr. Knox; debated, 3412, 3417.
- S. 2929—For the relief of Capt. Edward T. Hartmann, United States Army.
Mr. McCumber; reported with amendment (H. Rept. 1333), 3357.
- S. 2964—Providing additional time for the payment of purchase money under homestead entries of lands within the former Fort Assinibolne Military Reservation, in Montana.
Mr. Myers; amended and passed House, 582.—Senate concurs in House amendments, 684.—Examined and signed, 793, 808.—Approved by the President [Public, No. 292], 1086.
- S. 2977—To amend section 8 of an act to provide for the sale of desert lands in certain States and Territories, approved Mar. 3, 1877, as amended by an act to repeal timber culture laws and for other purposes, approved Mar. 3, 1891.
Mr. Pittman; debated and passed House, 585.—Examined and signed, 793, 808.—Approved by the President [Public, No. 293], 1086.
- S. 3031—To appropriate \$1,189.35 for the relief of Southern Iron & Metal Co., Jacksonville, Fla., for salvage material consisting of submarine cable purchased from the War Department.
Mr. Fletcher; passed Senate, 409.—Referred to House Committee on War Claims, 543.—Reference changed to Committee on Claims, 671.—Reported back (H. Rept. 1145), 671.
- S. 3125—Authorizing the Secretary of War to transfer certain surplus machine tools and other equipment to the Federal Board for Vocational Education.
Mr. Wadsworth; reported with amendment (H. Rept. 1309), 2888.
- S. 3129—For the relief of Louisa Frow.
Mr. Trammell; reported with amendment (S. Rept. 790), 3170.—Amended and passed Senate, 3771.—Referred to House Committee on Claims, 3895.
- S. 3138—Authorizing the Secretary of the Interior to sell and convey to the Great Northern Railway Co. certain lands for stockyards, and for other purposes, at Browning Station, in the State of Montana.
Mr. Myers; reported back (H. Rept. 1248), 2151.
- S. 3176—To authorize the President of the United States to appoint Marion C. Rysor an officer of the Army.
Mr. Dial; reported back (H. Rept. 1223), 1913.
- S. 3218—For the relief of Martina Sena, Luis E. Armijo, and Maria Baca de Romero.
Mr. Jones of New Mexico; passed House, 788.—Examined and signed, 870, 871.—Approved by the President [Private, No. 82], 1237.
- S. 3224—Relating to the creation in the Army of the United States of the grade of lieutenant general.
Mr. Wadsworth; debated, 1492.
- S. 3225—For the relief of bona fide settlers who intermarry after having complied with the homestead law for one year.
Mr. Kendrick; passed House, 3588.—Examined and signed, 3715, 3723.—Approved by the President [Public, No. 339], 4140, 4194.
- S. 3259—For the public protection of maternity and infancy and providing a method of cooperation between the Government of the United States and the several States.
Mr. Sheppard; debated, 379, 415, 450, 498.—Amended and passed Senate, 512.—Referred to House Committee on Foreign Commerce, 581.—Reported with amendments (H. Rept. 1255), 2179.
- S. 3246—For the relief of Hugo Stamm.
Mr. Lenroot; reported back (S. Rept. 745), 2406.
- S. 3307—Authorizing the Ottawa and Chippewa Tribes of Indians of Michigan to submit claims to the Court of Claims.
Mr. Townsend; reported back (H. Rept. 1344), 3589.
- S. 3308—For the payment of certain claims of general officers of volunteers for three months' pay proper for Civil War service as reported by the Court of Claims.
Mr. Sutherland; reported back adversely and indefinitely postponed (S. Rept. 707), 1697.
- S. 3390—To provide further for the national defense; to establish a self-sustaining Federal agency for the manufacture, production, and development of the products of atmospheric nitrogen for military, experimental, and other purposes; to provide research laboratories and experimental plants for the development of fixed-nitrogen production; and for other purposes.
Mr. Wadsworth; debated, 379, 812, 927, 984, 1089, 1136, 1195, 1239, 1297, 1359, 1397.—Amended and passed Senate, 1415.—Referred to House Committee on Military Affairs, 1488.
- S. 3451—Authorizing the United States Shipping Board to adjust the equitable claims of wooden-ship builders arising out of the prosecution of the war.
Mr. Jones of Washington; reported back (H. Rept. 1334), 3357.
- S. 3477—To increase, without expenditure of Federal funds, the opportunities of the people to acquire rural homes, and for other purposes.
Mr. Smoot; debated, 607.
- S. 3487—For the relief of Clarence L. Reames.
Mr. Chamberlain; reported back (S. Rept. 765), 2763.—Debated and passed Senate, 3768.—Referred to House Committee on Claims, 4199.
- S. 3516—To authorize the Secretary of War, in his discretion, to furnish quarters at Langley Field, Va., to the civilian employees of the National Advisory Committee for Aeronautics, and for other purposes.
Mr. Wadsworth; reported with amendment (H. Rept. 1229), 2042.
- S. 3695—For the relief of the Stevens Institute of Technology, of Hoboken, N. J.
Mr. Frelinghuysen; reported with amendments (S. Rept. 785), 3109.—Debated and passed Senate, 3555.—Debated and passed House, 4490.—Examined and signed, 4439, 4520.

- S. 3706—Authorizing the Secretary of War to make settlement with the lessees who erected buildings on a 5-year lease on the zone at Camp Funston, Kans., and for other purposes.
Mr. Curtis; debated, 397.
- S. 3737—To carry out the provisions of an act approved July 1, 1902, known as the act entitled "An act to accept, ratify, and confirm a proposed agreement submitted by the Kansas or Kaw Indians of Oklahoma, and for other purposes," and to provide for a settlement to Addie May Auld and Archie William Auld, who were enrolled as members of the said tribe after the lands and money of said tribe had been divided.
Mr. Owen; reported with amendments (S. Rept. 685), 1542.—Debated, amended, and passed Senate, 2302.—Referred to House Committee on Indian Affairs, 2382.—Reported back (H. Rept. 1308), 2888.
- S. 3743—For the relief of W. R. Grace & Co.
Mr. Calder; reported with amendment (H. Rept. 1220), 1913.
- S. 3747—Granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy and of wars other than the Civil War, and to certain widows and dependent relatives of such soldiers and sailors.
Mr. McCumber; reported with amendments (H. Rept. 1159), 917.
- S. 3750—To amend an act entitled "An act to provide for the settlement of claims of officers and enlisted men of the Army for the loss of private property destroyed in the military service of the United States," approved Mar. 3, 1885, as amended by the act of July 9, 1918, and for other purposes.
Mr. Wadsworth; debated, 4358, 4467.—Passed House, 4470.—Examined and signed, 4439, 4520.—Approved by the President [Public, No. 391], 4531.
- S. 3765—For the relief of Rhodilla Silvers.
Mr. Harding; reported back adversely and indefinitely postponed, 4245.
- S. 3774—To authorize the coinage of a Roosevelt 2-cent coin.
Mr. McLean; reported back (H. Rept. 1204), 1539.
- S. 3844—To provide for discontinuing the purchase and sale of grain by the Government, and for other purposes.
Mr. Gronna; indefinitely postponed, 406.
- S. 3928—Relating to the ships acquired from Germany, and for other purposes.
Mr. Jones of Washington; indefinitely postponed, 406.
- S. 3944—To create a Federal live stock commission, to define its powers and duties, and to stimulate the production, sale, and distribution of live stock and live-stock products, and for other purposes.
Mr. Gronna; debated, 45, 770, 320, 367, 1699, 1728, 1869, 1915.—Amended and passed Senate, 1962.—Referred to House Committee on Agriculture, 2042.—Reported with amendments (H. Rept. 1297), 2685.
- S. 3990—Placing Lieut. Col. Charles C. Teare, of the Judge Advocate General's Department, on the retired list and to retire him with the rank and pay of a lieutenant colonel on the retired list.
Mr. Nelson; reported back adversely and indefinitely postponed, 4245.
- S. 3994—Validating certain applications for and entries of public lands, and for other purposes.
Mr. Smoot; debated, amended, and passed House, 1532.—Senate concurs in House amendments, 1672.—Examined and signed, 1853, 1855.—Approved by the President [Public, No. 299], 2763.
- S. 3998—Authorizing any tribes or bands of Indians of California to submit claims to the Court of Claims.
Mr. Phelan; reported with amendments (H. Rept. 1237), 2100.
- S. 4039—To amend section 3 of the act of Congress of June 28, 1906, entitled "An act for the division of the lands and funds of the Osage Indians in Oklahoma, and for other purposes."
Mr. Owen; reported with amendments (S. Rept. 704), 1697.—Debated, amended, and passed Senate, 2053.—Referred to House Committee on Indian Affairs, 2150.—Reported with amendments (H. Rept. 1278), 2401.—Referred to Committee on Indian Affairs, 3982.—Reported with amendment (H. Rept. 1377), 4009.—Amended and passed House, 4198.—Senate concurs in House amendment, 4172.—Examined and signed, 4219, 4314.—Approved by the President [Public, No. 360], 4378.
- S. 4106—To provide for the classification of civilian positions within the District of Columbia and the standardization of compensation therefor, and for other purposes.
Mr. Jones of New Mexico; debated, 3656, 3736, 4408, 4410, 4427.
- S. 4159—For the relief of dispossessed allotted Indians of the Nisqually Reservation, Wash.
Mr. Jones of Washington; reported back (S. Rept. 746), 2406.—Passed Senate, 3763.—Referred to House Committee on Indian Affairs, 3895.
- S. 4166—To provide for election contests in the Senate of the United States.
Mr. Spencer; debated, 406.
- S. 4167—To extend the time for the completion of the municipal bridge approaches and extensions or additions thereto by the city of St. Louis within the States of Illinois and Missouri.
Mr. Spencer; approved [Public, No. 282], 24.
- S. 4186—To authorize the Broadwater Irrigation District, a Montana organization, to construct a dam across the Missouri River.
Mr. Walsh of Montana; reported with amendment (S. Rept. 753), 2482.—Passed Senate, 3764.—Referred to House Committee on Interstate and Foreign Commerce, 3895.
- S. 4204—To prohibit interference with commerce.
Mr. Poindexter; amended and passed Senate, 409.—Motion made to reconsider, 409.
- S. 4205—To amend section 4, chapter 1 of Title I of an act entitled "An act making further provision for a civil government for Alaska, and for other purposes," approved June 6, 1900, as heretofore amended by section 2 of an act entitled "An act to amend section 86 of an act to provide a government for the Territory of Hawaii, to provide for additional judges, and for other judicial purposes," approved Mar. 3, 1909, and for other purposes.
Mr. Nelson; debated, amended, and passed House, 2729.—Senate disagrees to amendments of House, requests conference, 2763.—Conference appointed, 2763.—Senate requests House to return bill, 3172.—Returned to Senate, reconsidered, Senate concurs in House amendments, 3294.—Examined and signed, 3564, 3595.—Approved by the President [Public, No. 354], 4219.
- S. 4250—For the relief of John B. Elliott.
Mr. Phelan; reported with amendment (H. Rept. 1221), 1913.
- S. 4259—To provide further for the relief of war minerals producers, and to amend an act entitled "An act to provide relief in cases of contracts connected with the prosecution of the war, and for other purposes," approved Feb. 2, 1919.
Mr. Poindexter; reported back (H. Rept. 1206), 1657.
- S. 4284—To correct the military record of Alfred Clark.
Mr. McKellar; reported back adversely and indefinitely postponed, 1183.
- S. 4310—To amend an act entitled "The New Mexico enabling act."
Mr. Jones of New Mexico; reported back (H. Rept. 1205), 1656.—Debated, amended, and passed House, 4212.—Senate concurs in House amendment, 4366.—Examined and signed, 4374.—Approved by the President [Public, No. 377], 4531.
- S. 4324—For the relief of William C. Brown.
Mr. Thomas; reported back (H. Rept. 1245), 2150.
- S. 4326—For the relief of George F. Ramsey.
Mr. McKellar; reported with amendments (H. Rept. 1209), 1695.
- S. 4327—For the relief of H. B. Blanks.
Mr. McKellar; reported with amendments (H. Rept. 1210), 1695.
- S. 4328—For the relief of Roach, Stansell, Lowrance Bros. & Co.
Mr. McKellar; reported with amendment (H. Rept. 1211), 1695.
- S. 4332—To exchange the present Federal building and site at Gastonia, N. C., for a new site and building.
Mr. Overman; reported with amendment (H. Rept. 1214), 1724.—Debated, amended, and passed House, 4347.—Senate concurs in House amendment, 4366.—Examined and signed, 4374, 4490.—Approved by the President [Public, No. 378], 4531.
- S. 4352—Authorizing the Indians residing on or belonging to the Turtle Mountain Reservation, N. Dak., to submit claims to the Court of Claims, and for other purposes.
Mr. Gronna; reported back (S. Rept. 747), 2406.—Passed Senate, 3763.—Referred to House Committee on Indian Affairs, 3895.
- S. 4400—To amend an act entitled "An act to incorporate the Masonic Mutual Relief Association of the District of Columbia," approved Mar. 3, 1869, as amended.
Mr. Sherman; reported back (H. Rept. 1244), 2100.
- S. 4420—To prohibit the exportation of sugar, and for other purposes.
Mr. McNary; indefinitely postponed, 1998.
- S. 4421—Securing rights of way and easements over public land in connection with Federal irrigation projects.
Mr. McNary; reported back, 2482.—Passed Senate, 3765.—Referred to House Committee on Irrigation of Arid Lands, 4543.
- S. 4432—To provide for awarding decorations, devices, or insignia to the next of kin of deceased persons who would have been entitled to receive the same and making it unlawful for anyone other than the person authorized to do so to wear such decoration, device, or insignia.
Mr. Phelan; passed Senate, 2001.—Referred to House Committee on Military Affairs. (Omitted in Record.)
- S. 4434—For the relief of contributors of the Ellen M. Stone ransom fund.
Mr. Lodge; referred to House Committee on Claims, 2382.
- S. 4436—To amend the act approved Dec. 23, 1913, known as the Federal Reserve Act.
Mr. McLean; passed House, 3586.—Examined and signed, 3715, 3723.—Approved by the President [Public, No. 329], 4023.
- S. 4478—To create a Bureau of Aeronautics in the Department of the Navy.
Mr. Keyes; reported back (S. Rept. 743), 2406.
- S. 4501—For the relief of certain estates.
Mr. Spencer; passed Senate, 1999.—Referred to House Committee on Claims, 2079.
- S. 4511—Authorizing the Secretary of War to grant a right of way over certain Government lands to the State of Oregon for the Columbia River Highway.
Mr. McNary; reported with amendment (S. Rept. 733), 2298.—Amended and passed Senate, 3761.—Referred to the House Committee on Public Lands, 3895.—Reported back (H. Rept. 1387), 4107.—Passed House, 4479.—Examined and signed, 4520, 4523.—Approved by the President [Public, No. 392], 4531.
- S. 4512—Granting a pension to Eva J. Moody.
Mr. Moses; Committee on Pensions, 27.
- S. 4513—To correct the military record of John Sullivan.
Mr. Moses; Committee on Military Affairs, 27.—Reference changed to Committee on Naval Affairs, 202.
- S. 4514—To classify the salaries of postmasters in post offices of the fourth class.
Mr. Moses; Committee on Post Offices and Post Roads, 27.

- S. 4515—To extend the time for the construction of a bridge across the navigable waters of the Newark Bay, in the State of New Jersey.
Mr. Frelinghuysen; Committee on Interstate Commerce, 27.—Committee on Commerce, 44.—Reported back (S. Rept. 673), 680.—Amended and passed Senate, 680.—Referred to House Committee on Interstate and Foreign Commerce, 749.—Reported back (H. Rept. 1149), 806.—Passed House, 2157.—Examined and signed, 2960, 2961.—Approved by the President [Public resolution No. 305], 3177.
- S. 4516—Providing for the appointment of an additional district judge for the southern judicial district of the State of West Virginia.
Mr. Sutherland; Committee on the Judiciary, 27.—Reported back (S. Rept. 678), 1183.—Debated and passed Senate, 2301.—Referred to House Committee on the Judiciary, 2382.
- S. 4517—Granting a pension to Fannie R. Wells.
Mr. Sutherland; Committee on Pensions, 27.
- S. 4518—For the relief of Hiram Metcalf.
Mr. Sutherland; Committee on Military Affairs, 27.
- S. 4519—To authorize the Louisville & Nashville Railroad, its successors and assigns, to construct and maintain a bridge across the Alabama River at or near a point approximately 4 miles from the city of Montgomery, Ala.
Mr. Underwood; Committee on Commerce, 27.—Reported back (S. Rept. 669), 548.—Passed Senate, 548.—Taken from Speaker's table, passed House, 1604.—Examined and signed, 1853, 1855.—Approved by the President [Public, No. 298], 2155.
- S. 4520—Granting an increase of pension to Andrew Houlihan.
Mr. Spencer; Committee on Pensions, 27.
- S. 4521—For the purchase or construction of a suitable building to be used for residential and office purposes by the Vice President of the United States.
Mr. Elkins; Committee on Appropriations, 27.
- S. 4522—To authorize the President of the United States to promote Charles Augustus Pfeffer to the grade of major in the Medical Corps of the Army of the United States, and for the relief of said Charles Augustus Pfeffer.
Mr. Reed; Committee on Military Affairs, 27.
- S. 4523—Authorizing the President to appoint Arthur Lawrence Brown to the position and rank of first lieutenant in the United States Army.
Mr. Shields; Committee on Military Affairs, 27.
- S. 4524—To amend an act entitled "An act to regulate commerce," approved Feb. 4, 1887, as amended June 29, 1906; Apr. 13, 1908; June 18, 1910; Feb. 17, 1917; Mar. 2, 1917; May 29, 1917; Aug. 10, 1917; and Feb. 28, 1920.
Mr. Pittman; Committee on Interstate Commerce, 27.
- S. 4525—To provide further for securing and disseminating information concerning the supply and demand for American agricultural products.
Mr. Cummins; Committee on Agriculture and Forestry, 27.
- S. 4526—To amend section 501 of the transportation act, 1920.
Mr. Cummins; Committee on Interstate Commerce, 27.—Reported back, 112.—Passed Senate, 411.—Taken from Speaker's table, 516.—Passed House, 516, 517.—Examined and signed, 546, 581.—Vetoed by the President, 811.
- S. 4527—To amend an act to create a Department of Labor and an act to create a Department of Commerce and Labor, as amended.
Mr. King; Committee on the Judiciary, 27.
- S. 4528—To provide for the temporary suspension of immigration, and for other purposes.
Mr. King; Committee on Immigration, 27.
- S. 4529—For the erection and maintenance of a dam across the Yellowstone River, in the State of Montana.
Mr. Walsh of Montana; Committee on Irrigation and Reclamation of Arid Lands, 27.
- S. 4530—To reimburse the State of Montana for expenses incurred by it in suppressing forest fires on Government land during the year 1919.
Mr. Walsh of Montana; Committee on Public Lands, 27.
- S. 4531—Granting an increase of pension to George Densmore.
Mr. Walsh of Montana; Committee on Pensions, 27.
- S. 4532—To amend the agricultural schedule of the revenue act of Oct. 3, 1913.
Mr. McCumber; Committee on Finance, 27.
- S. 4533—To prohibit for one year the importations of barley, wheat and wheat flour, rye and rye flour, oats and oat products, swine, cattle, sheep, and all other domestic live animals suitable for human food.
Mr. McCumber; Committee on Finance, 27.
- S. 4534—Authorizing and directing the President of the United States to appoint a commission to investigate and report to Congress a general system for the cooperative marketing of all farm products.
Mr. McCumber; Committee on Agriculture and Forestry, 27.
- S. 4535—Granting an increase of pension to Lucius O. House.
Mr. McCumber; Committee on Pensions, 27.
- S. 4536—Granting a pension to Albert H. Irvine.
Mr. McCumber; Committee on Pensions, 27.
- S. 4537—To amend the Federal reserve act, approved Dec. 23, 1913, by adding certain words in section 13.
Mr. Smith of Georgia; Committee on Banking and Currency, 27.
- S. 4538—To amend an act entitled "An act to provide revenue, and for other purposes," approved Feb. 24, 1919.
Mr. Gay; Committee on Finance, 27.
- S. 4539—Making it incumbent upon every person, firm, or corporation injuring or damaging, or causing injury or damage to the person or the property of another while lawfully upon a public street or highway in the District of Columbia, to prove that the injury or damage was caused solely by the negligence of the one so injured or damaged, and for other purposes.
Mr. Fletcher; Committee on the Judiciary, 27.
- S. 4540—For the relief of Richard P. McCullough.
Mr. Penrose; Committee on Naval Affairs, 27.
- S. 4541—To extend the time for the construction of a bridge across the Susquehanna River at Harrisburg, Pa.
Mr. Penrose; Committee on Commerce, 27.—Reported with amendments (S. Rept. 672), 548.—Passed Senate, 548.—Referred to House Committee on Foreign Commerce, 601.—Reported back (H. Rept. 1150), 806.—Passed House, 2758.—Examined and signed, 2960, 2961.—Approved by the President [Public resolution No. 506], 3177.
- S. 4542—To bring about the more effective coordination of the executive departments, to create the department of public works and the department of public welfare, and for other purposes.
Mr. McCormick; ordered to lie on the table, 27.
- S. 4543—To establish the department of social welfare.
Mr. Kenyon; Committee on Education and Labor, 27.
- S. 4544—For the relief of Fred Crego Smith and E. S. McGrew, executors of the estate of Capt. Elias L. Brownell, deceased.
Mr. Kenyon; Committee on Claims, 27.
- S. 4545—For the relief of James W. Doyle, alias John Burton.
Mr. Kenyon; Committee on Military Affairs, 27.
- S. 4546—Granting a pension to Mary Murphy.
Mr. Kenyon; Committee on Pensions, 27.
- S. 4547—Granting an increase of pension to Louis H. Ruehle.
Mr. Kenyon; Committee on Pensions, 27.
- S. 4548—To confirm certain lands in military reservations in Louisiana to the State.
Mr. Ransdell; Committee on Public Lands, 28.
- S. 4549—To provide for the incorporation of certain companies operating in China.
Mr. Jones of Washington; Committee on the Judiciary, 28.
- S. 4550—To make the national prohibition act applicable to the Philippine Islands and other territory subject to the jurisdiction of the United States.
Mr. Jones of Washington; Committee on the Judiciary, 28.
- S. 4551—To enforce the provisions of the eighteenth amendment to the Constitution as to American citizens in the consular districts of the United States in certain foreign countries.
Mr. Jones of Washington; Committee on the Judiciary, 28.
- S. 4552—Granting certain lands to the State of Washington for the use of the State University, and for other purposes.
Mr. Jones of Washington; Committee on Military Affairs, 28.
- S. 4553—To amend section 6 of an act approved Jan. 17, 1914, entitled "An act to prohibit the importation and use of opium for other than medicinal purposes," approved Feb. 9, 1909.
Mr. Jones of Washington; Committee on Finance, 28.
- S. 4554—To amend an act entitled "An act to create a Federal Power Commission; to provide for the improvement of navigation; the development of water power; the use of the public lands in relation thereto; and to repeal section 18 of the river and harbor appropriation act, approved Aug. 8, 1917, and for other purposes," approved June 10, 1920.
Mr. Jones of Washington; Committee on Commerce, 28.—Reported back (oral), 403.—Debated, 2001.—Amended and passed Senate, 3759.—Taken from Speaker's table, passed House, 4204.—Examined and signed, 4219, 4314.—Approved by the President [Public, No. 369], 4427, 4521.
- S. 4555—To amend section 2324 of the Revised Statutes.
Mr. Smoot; Committee on Mines and Mining, 28.
- S. 4556—To provide revenue for the Government and to stabilize the live-stock industry.
Mr. Smoot; Committee on Finance, 28.
- S. 4557—To provide revenue and to maintain the wool producing and manufacturing industries of the United States in a condition of preparedness for national requirements.
Mr. Smoot; Committee on Finance, 28.
- S. 4558—For the consolidation of forest lands in the Carson National Forest, N. Mex., and for other purposes.
Mr. Thomas; Committee on Public Lands, 28.
- S. 4559—To amend section 13 of an act known as the Federal reserve act, approved Dec. 23, 1913, as amended.
Mr. Harris; Committee on Banking and Currency, 28.
- S. 4560—To limit rate of interest chargeable to Federal reserve banks to 5 per cent per annum.
Mr. Harris; Committee on Banking and Currency, 28.
- S. 4561—Providing for the levying, collection, and payment of taxes upon contracts for the future delivery of grain, grain products, and cotton, and options for such contracts.
Mr. Capper; Committee on Agriculture and Forestry, 28.
- S. 4562—To amend section 7 of the Federal reserve act, approved Dec. 23, 1913, as amended.
Mr. Sterling; Committee on Banking and Currency, 28.
- S. 4563—To amend sections 12, 13, and 32 of the Federal farm loan act, approved July 17, 1916, as amended.
Mr. Sterling; Committee on Banking and Currency, 28.
- S. 4564—To amend section 2324 of the Revised Statutes.
Mr. Henderson; Committee on Mines and Mining, 28.
- S. 4565—Extending the time for the doing of annual assessment work on mining claims for the year 1920 to and including July 1, 1921.
Mr. Henderson; Committee on Mines and Mining, 28.—Reported with amendment, 284.—Amended and passed Senate, 284.—Referred to House Committee on Mines and Mining, 425.—Reported back (H. Rept. 1127), 495.—Debated, 574-578, 4580, 4601.—Passed House, 578.—Examined and signed, 668, 673.—Approved by the President [Public, No. 290], 876.
- S. 4566—Granting an increase of pension to Anna J. Shepherd.
Mr. Capper; Committee on Pensions, 43.
- S. 4567—Granting a pension to Mattie Florence Sinclair.
Mr. Capper; Committee on Pensions, 43.
- S. 4568—Granting a pension to Kate Lamaster.
Mr. Capper; Committee on Pensions, 43.

- S. 4569—Granting a pension to Mary Ann Sheffer.
Mr. Capper; Committee on Pensions, 43.
- S. 4570—Granting a pension to Caroline T. Huff.
Mr. Chamberlain; Committee on Pensions, 43.
- S. 4571—To amend the United States mining laws.
Mr. Chamberlain; Committee on Mines and Mining, 43.
- S. 4572—Granting to the city and county of Honolulu, Territory of Hawaii, a right of way over and across the Fort De Russy Military Reservation for the purpose of extending its sewer system.
Mr. Wadsworth; Committee on Military Affairs, 43.—Reported back (S. Rept. 664), 149.—Passed Senate, 411.—Referred to House Committee on Military Affairs, 494.—Reported back (H. Rept. 1172), 1134.—Passed House, 4489.—Examined and signed, 4439, 4520.—Approved by the President [Public, No. 393], 4531.
- S. 4573—Authorizing a survey of public schools of the District of Columbia.
Mr. Harrison; Committee on the District of Columbia, 43.
- S. 4574—Regulating the appointment of the Board of Education of the District of Columbia, prescribing their duties, and for other purposes.
Mr. Harrison; Committee on the District of Columbia, 43.
- S. 4575—To amend certain sections of the Federal reserve act and of the Federal farm loan act for the purpose of further encouraging the development of agriculture and the production of food-stuffs and other staple agricultural products.
Mr. Hitchcock; Committee on Banking and Currency, 43.
- S. 4576—To amend the interstate commerce act by adding at the end of section 20a a new paragraph, and to repeal section 10 of an act entitled "An act to supplement existing laws against unlawful restraints and monopolies, and for other purposes," approved Oct. 15, 1914.
Mr. Frelinghuysen; Committee on Interstate Commerce, 43.
- S. 4577—Granting a pension to Mrs. H. A. Whittington.
Mr. Borah; Committee on Pensions, 43.
- S. 4578—To repeal section 3 of Title I of Public, No. 24, as amended by Public, No. 150, Sixty-fifth Congress.
Mr. La Follette; Committee on the Judiciary, 43.
- S. 4579—Donating machine gun No. 2997 to the city of Pittsburg, Kans.
Mr. Capper; Committee on Military Affairs, 149.
- S. 4580—Granting an increase of pension to Lucy V. Pardee.
Mr. Townsend; Committee on Pensions, 149.
- S. 4581—For the relief of Robert Edgar Zeigler.
Mr. Townsend; Committee on Claims, 149.
- S. 4582—To declare Bayou Cocodrie nonnavigable from its source to its junction with Bayou Choct.
Mr. Ransdell; Committee on Commerce, 149.—Reported back (S. Rept. 787), 3109.—Passed Senate, 3110.—Taken from Speaker's table, passed House, 3326.—Examined and signed, 3442, 3488.—Approved by the President [Public, No. 327], 3559.
- S. 4583—For the relief of occupants of lands included in the Bellevue grant in St. Landry Parish, La.
Mr. Ransdell; Committee on Public Lands, 149.
- S. 4584—Granting a pension to Uletha M. Robison.
Mr. Spencer; Committee on Pensions, 149.
- S. 4585—Granting a pension to Harriet Daniels.
Mr. Spencer; Committee on Pensions, 149.
- S. 4586—Granting an increase of pension to Robert T. C. Blevins.
Mr. McKellar; Committee on Pensions, 149.
- S. 4587—Granting the consent of Congress to the counties of Brooks and Lowndes, in the State of Georgia, to construct a bridge over the Withlacoochee River.
Mr. Harris; Committee on Commerce, 149.—Reported back (S. Rept. 670), 548.—Passed Senate, 548.—Referred to House Committee on Interstate and Foreign Commerce, 601.—Reported back (H. Rept. 1151), 806.—Passed House, 2757.—Examined and signed, 2960, 2961.—Approved by the President [Public, No. 307], 3177.
- S. 4588—Granting the consent of Congress to the counties of Bowie and Cass, State of Texas, for construction of a bridge across Sulphur River, at or near Pettis Bridge on State Highway No. 8, in said counties and State.
Mr. Sheppard; Committee on Commerce, 149.—Reported with amendments (S. Rept. 671), 547.—Passed Senate, 548.—Referred to House Committee on Foreign Commerce, 601.—Reported back (H. Rept. 1152), 806.
- S. 4589—Providing for an exchange of lands between Annie McDonald and the United States.
Mr. Smoot; Committee on Public Lands, 149.
- S. 4590—Granting an increase of pension to James H. Martineau.
Mr. Smoot; Committee on Pensions, 149.
- S. 4591—For the relief of Francis Graves Bonham.
Mr. Chamberlain; Committee on Military Affairs, 149.
- S. 4592—To authorize the issuance of the distinguished service cross or medal to certain officers in certain contingencies.
Mr. Chamberlain; Committee on Military Affairs, 149.
- S. 4593—Making an appropriation to be expended under the provisions of the act of Mar. 1, 1911 (36 Stats., p. 961), entitled "An act to enable any State to cooperate with any other State or States, or with the United States, for the protection of the watersheds of navigable streams, and to appoint a commission for the acquisition of lands for the purpose of conserving the navigability of navigable rivers," as amended.
Mr. Keyes; Committee on Agriculture and Forestry, 149.
- S. 4594—Creating an immigration board and prescribing the powers and duties thereof, and amending the act of Feb. 5, 1917, entitled "An act regulating immigration of aliens to and residence of aliens in the United States," and amending also the act of June 29, 1906, entitled "An act to provide for a uniform rule for the naturalization of aliens throughout the United States and establishing the Bureau of Naturalization," and acts amendatory thereof, and for other purposes.
Mr. Sterling; Committee on Immigration, 149.
- S. 4595—Granting a pension to David H. Russell.
Mr. Walsh of Montana; Committee on Pensions, 149.
- S. 4596—For the relief of soldiers, sailors, and Army nurses of the War with Spain, their widows and dependents.
Mr. Elkins; Committee on Pensions, 149.
- S. 4597—To amend the act entitled "An act to establish a code of law for the District of Columbia, approved Mar. 3, 1901, and the acts amendatory thereof and supplementary thereto, in relation to forcible entry and detainer."
Mr. Ball; Committee on the Judiciary, 149.
- S. 4598—To provide funds for reimbursing farms on Yuma project, Arizona-California, and to provide funds to operate and maintain the Colorado River front work and levee system of Yuma project, Arizona-California.
Mr. Ashurst; Committee on Irrigation and Reclamation of Arid Lands, 149.
- S. 4599—Conferring jurisdiction on the Court of Claims to adjust the claims between the Otoe and Missouri Tribes of Indians and the Omaha Indians to certain moneys received by the Omaha Indians.
Mr. Gore; Committee on Claims, 149.
- S. 4600—To provide for the erection of a public building at Bel Air, Md.
Mr. Smith of Maryland; Committee on Public Buildings and Grounds, 149.
- S. 4601—For the relief of Lewis Myshrahl.
Mr. Hale; Committee on Military Affairs, 203.
- S. 4602—Providing for the appointment of an additional district judge for the southern judicial district of the State of West Virginia.
Mr. Elkins; Committee on the Judiciary, 203.
- S. 4603—To revive and reenact the act entitled "An act to authorize the Gulf Ports Terminal Railway Co., a corporation existing under the laws of the State of Florida, to construct a bridge over and across the headwaters of Mobile Bay and such navigable channels as are between the east side of the bay and Blakely Island, in Baldwin and Mobile Counties, Ala.," approved Oct. 5, 1917.
Mr. Underwood; Committee on Commerce, 203.—Reported with amendments (S. Rept. 680), 1183.—Amended and passed Senate, 1184.—Referred to House Committee on Interstate and Foreign Commerce, 1291.—Reported back (H. Rept. 1217), 1853.—Passed House, 2758.—Examined and signed, 2960, 2961.—Approved by the President [Public, No. 308], 3177.
- S. 4604—Granting a pension to Lewis V. Boyle.
Mr. Watson; Committee on Pensions, 203.
- S. 4605—Granting a pension to Gilbert Adams.
Mr. Watson; Committee on Pensions, 203.
- S. 4606—To amend section 24 and section 256 of the Judicial Code.
Mr. Johnson of California; Committee on the Judiciary, 203.
- S. 4607—To provide compensation for maritime workers of the United States suffering injuries while in the service of merchant vessels of the United States, their owners, or charterers, and for the dependents of such maritime workers in case of death, and for other purposes.
Mr. Johnson of California; Committee on Commerce, 203.
- S. 4608—To amend section 1 of the act entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July 27, 1916, and section 1 of the act entitled "An act to provide for the control of the floods of the Mississippi River and of the Sacramento River, Calif., and for other purposes," approved Mar. 1, 1917.
Mr. Kenyon; Committee on Commerce, 203.
- S. 4609—To regulate marine insurance in the District of Columbia.
Mr. Jones of Washington; Committee on the District of Columbia, 203.
- S. 4610—To provide standard general highway traffic regulations and adequate special highway traffic regulations for the District of Columbia.
Mr. Dillingham; Committee on the District of Columbia, 203.
- S. 4611—To establish and maintain a forest experiment station in the Southern States.
Mr. Ransdell; Committee on Agriculture and Forestry, 203.
- S. 4612—For the relief of Harold Kernan.
Mr. Ransdell; Committee on Claims, 203.
- S. 4613—To establish in the Interior Department a bureau of veteran reestablishment, and for other purposes.
Mr. Capper; Committee on Finance, 203.
- S. 4614—Granting a pension to Ida May Hollister.
Mr. Curtis; Committee on Pensions, 253.
- S. 4615—Granting a pension to Sue C. Tozier.
Mr. Curtis; Committee on Pensions, 253.
- S. 4616—Granting a pension to Nancy P. Settle.
Mr. Curtis; Committee on Pensions, 253.
- S. 4617—Granting a pension to Jennie Denning.
Mr. Curtis; Committee on Pensions, 253.
- S. 4618—Granting a pension to N. Angie Vermillion.
Mr. Curtis; Committee on Pensions, 253.
- S. 4619—Granting an increase of pension to Andrew P. Larson.
Mr. Curtis; Committee on Pensions, 253.
- S. 4620—Granting an increase of pension to Henry S. Corp.
Mr. Curtis; Committee on Pensions, 253.
- S. 4621—Granting a pension to Hester A. Record or Ricketts.
Mr. Curtis; Committee on Pensions, 253.
- S. 4622—Granting a pension to James Mimford.
Mr. Curtis; Committee on Pensions, 253.
- S. 4623—Granting an increase of pension to Nancy J. Lee.
Mr. Curtis; Committee on Pensions, 253.
- S. 4624—Granting a pension to Mary Durham.
Mr. Curtis; Committee on Pensions, 253.

- S. 4625—Granting a pension to William Shurman Sharp.
Mr. Curtis; Committee on Pensions, 253.
- S. 4626—Granting an increase of pension to Melville C. Maillecoat.
Mr. Curtis; Committee on Pensions, 253.
- S. 4627—To limit the immigration of aliens into the United States.
Mr. Dillingham; Committee on Immigration, 253.
- S. 4628—Granting an increase of pension to Cordelia Safford.
Mr. Ball; Committee on Pensions, 253.
- S. 4629—Granting a pension to Ursula S. Dinsmore.
Mr. Moses; Committee on Pensions, 253.
- S. 4630—To provide for an examination and survey to be made of Baltimore Harbor, Md., and the channels leading thereto.
Mr. Smith of Maryland; Committee on Commerce, 253.
- S. 4631—To reimburse the borough of Barnegat City, State of New Jersey, for expenses incurred by it in the construction of jetties and in other work having for its object the protection of the lighthouse and adjacent property belonging to the Government of the United States, situate at Barnegat Inlet, in the State aforesaid.
Mr. Frelinghuysen; Committee on Commerce, 253.—Reference changed to Committee on Claims, 404.
- S. 4632—Granting an increase of pension to Kate E. Young.
Mr. Penrose; Committee on Pensions, 253.
- S. 4633—For the relief of Annie McColgan.
Mr. Penrose; Committee on Claims, 253.
- S. 4634—Granting an increase of pension to Thomas H. Wilkerson.
Mr. Spencer; Committee on Pensions, 253.
- S. 4635—Granting a pension to Charles F. Burleigh.
Mr. Moses; Committee on Pensions, 309.
- S. 4636—To amend section 5 of the United States cotton futures act, approved Aug. 11, 1916, as amended.
Mr. Dial; Committee on Agriculture and Forestry, 309.
- S. 4637—For the relief of Griffith L. Johnson.
Mr. Fernald; Committee on Claims, 309.—Reported back S. Rept. 791), 3170.
- S. 4638—To provide for the relief of certain officers of the Naval Reserve Force and for other purposes.
Mr. Chamberlain; Committee on Naval Affairs, 309.
- S. 4639—To distribute the commissioned line and engineer officers of the Coast Guard in grades in the same proportions as provided by law for the distribution in grades of commissioned line officers of the Navy, and for other purposes.
Mr. Jones of Washington; Committee on Commerce, 309.
- S. 4640—To amend section 2 of an act entitled "An act to create a Federal power commission; to provide for the improvement of navigation; the development of water power; the use of the public lands in relation thereto; and to repeal section 18 of the river and harbor appropriation act approved Aug. 8, 1917, and for other purposes," approved June 10, 1920.
Mr. Jones of Washington; Committee on Commerce, 310.—Reported with amendment (S. Rept. 724), 2103.—Debated, 3758.
- S. 4641—To provide for reimbursement for irrigation systems constructed on the Wind River Reservation, Wyo.
Mr. Kendrick; Committee on Indian Affairs, 310.
- S. 4642—To increase the pensions of surviving soldiers of the various Indian wars.
Mr. Fletcher; Committee on Pensions, 310.
- S. 4643—To amend an act entitled "An act to provide for vocational rehabilitation and return to civil employment of disabled persons discharged from the military or naval forces of the United States, and for other purposes," approved June 27, 1918, as amended by the act of July 11, 1919.
Mr. Kenyon; Committee on Education and Labor, 310.—Reported with amendment (S. Rept. 675), 1086.—Debated, amended, and passed Senate, 2300.—Referred to House Committee on Education, 2382.
- S. 4644—To provide for the establishment of Battell National Park, in the State of Vermont.
Mr. Dillingham; Committee on Public Lands, 310.
- S. 4645—To authorize the Commissioners of the District of Columbia to close upper Water Street, between Twenty-first and Twenty-second Streets NW.
Mr. Dillingham; Committee on the District of Columbia, 310.—Reported back (S. Rept. 748), 2406.—Passed Senate, 3764.—Referred to House Committee on the District of Columbia, 3895.
- S. 4646—Granting a pension to Maggie B. Sullivan.
Mr. Sutherland; Committee on Pensions, 310.
- S. 4647—Granting a pension to Laura Frazier.
Mr. Nelson; Committee on Pensions, 310.
- S. 4648—To grant citizens of Washington and Kane Counties, Utah, the right to cut timber in the State of Arizona for agricultural, mining, and other domestic purposes.
Mr. King; Committee on Public Lands, 310.
- S. 4649—To repeal section 7 of the act of Oct. 6, 1917, entitled "An act making appropriation to supply urgent deficiencies in appropriations for the fiscal year ending June 30, 1918, and for other purposes."
Mr. Myers; Committee on Appropriations, 359.
- S. 4650—To grant certain lands to the city of Miles City, State of Montana, for use by said city for park, recreation, community, and camping purposes.
Mr. Myers; Committee on Public Lands, 360.
- S. 4651—Granting a pension to Carriston W. Looper.
Mr. McKellar; Committee on Pensions, 360.
- S. 4652—Granting a pension to Ida L. Fay.
Mr. Fletcher; Committee on Pensions, 360.
- S. 4653—For the relief of E. W. McComas.
Mr. McNary; Committee on Public Lands, 360.
- S. 4654—Granting a pension to Adella M. Porter.
Mr. McNary; Committee on Pensions, 360.
- S. 4655—Granting an increase of pension to James B. Waters.
Mr. Overman; Committee on Pensions, 360.
- S. 4656—For the relief of Hubert J. Stanley, alias John H. Lash.
Mr. Spencer; Committee on Military Affairs, 360.
- S. 4657—Granting a pension to Ensign O. Lane.
Mr. Henderson; Committee on Pensions, 404.
- S. 4658—Granting a pension to J. E. Peters.
Mr. Henderson; Committee on Pensions, 404.
- S. 4659—Granting a pension to Thomas W. Bath.
Mr. Henderson; Committee on Pensions, 404.
- S. 4660—To appropriate \$100,000 for the survey of public lands in Utah.
Mr. King; Committee on Public Lands, 404.
- S. 4661—Granting a pension to Marie Doughty Gorgas.
Mr. Underwood; Committee on Pensions, 404.
- S. 4662—Granting a pension to Matilda Lucas.
Mr. Smoot; Committee on Pensions, 449.
- S. 4663—Granting an increase of pension to Fred F. Harris.
Mr. Hale; Committee on Pensions, 449.
- S. 4664—To amend the first paragraph of section 20 of the act of Congress approved July 17, 1916, known as the Federal farm loan act, as amended by the act of Congress approved Apr. 20, 1920.
Mr. McLean; Committee on Banking and Currency, 450.—Reported back, 680.—Passed Senate, 680.—Referred to House Committee on Banking and Currency, 749.—Reported back (H. Rept. 1394), 4216.—Debated and passed House, 4349.—Examined and signed, 4366, 4466.—Approved by the President [Public, No. 379], 4531.
- S. 4665—To amend section 7 of the Federal reserve act.
Mr. Hitchcock; Committee on Banking and Currency, 450.
- S. 4666—To amend section 13 of an act known as the Federal reserve act, approved Dec. 23, 1913.
Mr. Smith of Georgia; Committee on Banking and Currency, 450.—Reported with amendment (S. Rept. 717), 1995.
- S. 4667—Granting certain lands in Hot Springs, Ark., to the Leo N. Levi Memorial Hospital Association.
Mr. Robinson; Committee on Public Lands, 450.
- S. 4668—For the relief of Cecilia Barr.
Mr. Penrose; Committee on Claims, 450.
- S. 4669—For the retirement of certain emergency officers of the Army.
Mr. Penrose; Committee on Military Affairs, 450.
- S. 4670—Authorizing the President to appoint Thomas F. Long a lieutenant (senior grade) in the United States Navy.
Mr. Phipps; Committee on Naval Affairs, 497.
- S. 4671—To prohibit immigration for a period of five years.
Mr. Overman; Committee on Immigration, 497.
- S. 4672—To provide that the United States shall continue its aid to the States in the construction of rural post roads, and for other purposes.
Mr. Overman; Committee on Post Offices and Post Roads, 497.
- S. 4673—To reclassify laborers in the Post Office Department as post-office service clerks.
Mr. Walsh of Massachusetts; Committee on Post Offices and Post Roads, 497.
- S. 4674—For the relief of the owner of the schooner Mary Bradford Peirce.
Mr. Walsh of Massachusetts; Committee on Claims, 497.
- S. 4675—To fix the metric system of weights and measures as the single standard for weights and measures.
Mr. Frelinghuysen; Committee on Standards, Weights, and Measures, 497.
- S. 4676—To maintain the forest experiment station in the State of Colorado.
Mr. Phipps; Committee on Appropriations, 497.—Committee on Appropriations discharged and referred to Committee on Agriculture and Forestry, 1341.
- S. 4677—Granting an increase of pension to Adolph Lochwitz.
Mr. Smoot; Committee on Pensions, 497.
- S. 4678—To amend section 2324 of the Revised Statutes.
Mr. Henderson; Committee on Mines and Mining, 548.
- S. 4679—For the relief of Albert C. West.
Mr. Jones of Washington; Committee on Military Affairs, 548.
- S. 4680—Granting a pension to Emily W. Marsh.
Mr. Walsh of Massachusetts; Committee on Pensions, 548.
- S. 4681—For the relief of J. M. Brown.
Mr. Spencer; Committee on Military Affairs, 548.
- S. 4682—To amend section 74 of the Judicial Code, as amended.
Mr. Brandegee; Committee on the Judiciary, 548.—Reported back, 735.—Passed Senate, 735.—Referred to House Committee on the Judiciary, 836.—Reported back (H. Rept. 1169), 1082.—Debated and passed House, 3585.—Examined and signed, 3715, 3723.—Approved by the President [Public, No. 350], 4023.
- S. 4683—To amend section 11 (m) of the act approved Dec. 23, 1913, known as the Federal reserve act, as amended by the acts approved Sept. 7, 1916, and Mar. 3, 1919.
Mr. McLean; Committee on Banking and Currency, 548.—Reported back, 680.—Passed Senate, 680.—Referred to House Committee on Banking and Currency, 749.—Reported with amendment (H. Rept. 1160), 1018.—Debated, amended, and passed House, 3587.—Senate concurs in House amendment, 3601, 3602.—Examined and signed, 3715, 3723.—Approved by the President [Public, No. 331], 4023.
- S. 4684—For the relief of Annie M. Lepley.
Mr. Johnson of California; Committee on Claims, 548.
- S. 4685—For the relief of George Emerson.
Mr. Myers; Committee on Military Affairs, 548.

- S. 4686—To extend the provisions of section 2455, Revised Statutes, to the lands within the abandoned Fort Buford Military Reservation in the States of North Dakota and Montana.
Mr. Myers; Committee on Military Affairs, 548.—Committee on Military Affairs discharged and referred to Committee on Public Lands, 1856.
- S. 4687—For the relief of Marion B. Patterson.
Mr. Hale; Committee on Claims, 548.
- S. 4688—For the relief of A. W. Duckett & Co.
Mr. McCumber; Committee on Claims, 548.
- S. 4689—For the relief of Eli N. Sonnenstrahl.
Mr. McCumber; Committee on Claims, 548.
- S. 4690—For the relief of the North American Dredging Co.
Mr. McCumber; Committee on Claims, 548.
- S. 4691—Granting a pension to Elizabeth Ogden.
Mr. Capper; Committee on Pensions, 548.
- S. 4692—For the relief of the heirs of Agnes Ingels, deceased.
Mr. Robinson; Committee on Claims, 548.—Reported with amendment (S. Rept. 715), 1963.—Debated, 3756.
- S. 4693—Fixing the compensation of United States inspectors of customs.
Mr. Calder; Committee on Commerce, 548.
- S. 4694—For the relief of Samuel H. Dolbear.
Mr. Poindexter; Committee on Mines and Mining, 549.—Reported back, 2892.—Passed Senate, 3769.—Referred to House Committee on Claims, 3895.
- S. 4695—Providing for the establishment of State boards of war risk appeals.
Mr. Walsh of Montana; Committee on Finance, 548.
- S. 4696—For the relief of William Mortensen.
Mr. McNary; Committee on Claims, 548.
- S. 4697—Granting a pension to Mary D. Jenness.
Mr. Lodge; Committee on Pensions, 681.
- S. 4698—Granting a pension to Emma B. Rutherford.
Mr. Jones of Washington; Committee on Pensions, 681.
- S. 4699—To place Albert Hamilton on the retired list of the United States Navy.
Mr. Johnson of California; Committee on Naval Affairs, 681.—Reported back (S. Rept. 722), 2046.
- S. 4700—For the relief of Hiram Metcalf.
Mr. Sutherland; Committee on Military Affairs, 681.
- S. 4701—Granting a pension to James C. Force.
Mr. McNary; Committee on Pensions, 681.
- S. 4702—To provide for the incorporation of certain companies engaged in foreign trade.
Mr. McNary; Committee on the Judiciary, 681.
- S. 4703—To provide for the establishment and maintenance of a forest experiment station in the Pacific Northwest.
Mr. McNary; Committee on Agriculture and Forestry, 681.
- S. 4704—Granting a pension to James Reynolds.
Mr. Capper; Committee on Pensions, 681.
- S. 4705—To repeal certain provisions of an act entitled "An act to provide revenue, and for other purposes," approved Feb. 24, 1919.
Mr. Fletcher; Committee on Finance, 681.
- S. 4706—Granting an increase of pension to Mertina Andrew.
Mr. Fletcher; Committee on Pensions, 681.
- S. 4707—To authorize the provisions of accommodations for the United States courts in the Federal building at Sunbury, Pa., and to increase the limit of cost for said building accordingly.
Mr. Knox; Committee on Public Buildings and Grounds, 681.
- S. 4708—To provide compensation for seamen injured and the dependents of seamen killed in the course of employment, to create a Federal seamen's insurance fund, and for other purposes.
Mr. Johnson of California; Committee on Commerce, 681.
- S. 4709—To prohibit the prosecution of claims against the United States by former Government employees.
Mr. Sterling; Committee on the Judiciary, 681.
- S. 4710—To authorize the Commissioner of the General Land Office to dispose of certain trust funds in his possession.
Mr. Smoot; Committee on Public Lands, 681.—Reported back (S. Rept. 736), 2297.—Passed Senate, 3762.—Reported back, 4204.—Passed House, 4204.—Examined and signed, 4219, 4314.—Approved by the President [Public, No. 370], 4427, 4521.
- S. 4711—Requiring all ships sailing under a foreign flag and entering the ports of the United States or clearing therefrom to have a permit from the United States Shipping Board.
Mr. Jones of Washington; Committee on Commerce, 681.
- S. 4712—To transfer from the Department of Commerce to the Department of Labor the duty and power to enforce so much of the navigation laws and laws governing the Steamboat-Inspection Service as relate to persons employed in seafaring occupations, and for other purposes.
Mr. Jones of Washington; Committee on Commerce, 681.
- S. 4713—To amend an act entitled "An act to conserve the gold supply of the United States; to permit the settlement in silver of trade balances adverse to the United States; to provide silver for subsidiary coinage and for commercial use; to assist foreign governments at war with the enemies of the United States; and for the above purposes to stabilize the price and encourage the production of silver," approved Apr. 23, 1918.
Mr. Jones of Washington; Committee on Mines and Mining, 681.
- S. 4714—For the relief of Mrs. Benjamin Gauthier.
Mr. Lenroot; Committee on Indian Affairs, 681.
- S. 4715—For the relief of Hannah J. Roberts.
Mr. Lenroot; Committee on Claims, 681.
- S. 4716—For the relief of Margaret Nolan.
Mr. Calder; Committee on Claims, 681.
- S. 4717—For the relief of the owner of the boat Gaylord.
Mr. Calder; Committee on Claims, 681.
- S. 4718—For the relief of Sam E. Harwell.
Mr. Sheppard; Committee on Claims, 681.
- S. 4719—Conferring jurisdiction upon the United States District Court for the Eastern District of South Carolina to hear and determine the claim of the owners of the Danish steamship Flynderborg against the United States, and for other purposes.
Mr. Dial; Committee on the Judiciary, 681.—Reported with amendment (S. Rept. 718), 1995.—Debated, amended, and passed Senate, 2053.—Referred to House Committee on Claims, 2150.
- S. 4720—To repeal section 7 of the act of Oct. 7, 1917, entitled "An act making appropriation to supply urgent deficiencies in appropriations for the fiscal year ending June 30, 1918, and for other purposes."
Mr. Kenyon; Committee on Appropriations, 682.
- S. 4721—To amend the act approved Dec. 23, 1913, known as the Federal reserve act, and to amend section 5236 of the Revised Statutes.
Mr. Calder; Committee on Banking and Currency, 682.
- S. 4722—Granting an increase of pension to Caleb B. Gaffney.
Mr. Townsend; Committee on Pensions, 682.
- S. 4723—Granting an increase of pension to David Granger.
Mr. Jones of Washington; Committee on Pensions, 735.
- S. 4724—For the relief of Cornelius Dugan.
Mr. Penrose; Committee on Naval Affairs, 735.
- S. 4725—Authorizing the President to dispose of certain arms and ammunition seized in pursuance of the act approved June 17, 1917, along the Mexican border.
Mr. Wadsworth; Committee on Military Affairs, 735.
- S. 4726—Authorizing the Secretary of War to lease to the Bush Terminal Railroad Co. and the Long Island Railroad, for restricted use, the tracks of the Government railroad on the Army supply base at South Brooklyn, N. Y.
Mr. Wadsworth; Committee on Military Affairs, 735.
- S. 4727—Granting a pension to Charles F. Smith.
Mr. Hale; Committee on Pensions, 735.
- S. 4728—For the relief of J. S. Van Doren.
Mr. Kendrick; Committee on Post Offices and Post Roads, 735.
- S. 4729—To amend section 7 of the act approved Dec. 23, 1913, and known as the Federal reserve act, as amended by the act of Mar. 3, 1919.
Mr. McLean; Committee on Banking and Currency, 735.—Reported back, 2482.
- S. 4730—Granting certain abandoned military reservations to the State of Louisiana.
Mr. Ransdell; Committee on Public Lands, 735.
- S. 4731—Authorizing the lease of school lands containing deposits of coal, oil, shale, or gas by the State of Washington for longer periods than five years.
Mr. Poindexter; Committee on Public Lands, 735.
- S. 4732—Granting a permanent relative rank to certain officers of the Coast Guard.
Mr. Gerry; Committee on Commerce, 808.
- S. 4733—Adding certain lands to the Beaverhead National Forest, Mont.
Mr. Myers; Committee on Public Lands, 808.
- S. 4734—Providing for the placing of Government employees engaged in the enforcement of national prohibition under the civil service.
Mr. Sterling; Committee on Civil Service and Retrenchment, 808.
- S. 4735—Granting a pension to Mory Mulliken.
Mr. Fernald; Committee on Pensions, 808.
- S. 4736—To provide for the exchange of Liberty bonds and Victory loan notes for notes of the United States.
Mr. Lenroot; Committee on Finance, 808.
- S. 4737—Authorizing the Prescott Bridge Co. to construct a bridge across Lake St. Croix at or near the city of Prescott in the State of Wisconsin.
Mr. Lenroot; Committee on Commerce, 808.—Reported with amendment (S. Rept. 681), 1183.—Amended and passed Senate, 1183.—Passed House, 2758.—Examined and signed, 2960, 2961.—Approved by the President [Public, No. 309], 3177.
- S. 4738—Granting a pension to Lillian J. Duncan.
Mr. Smoot; Committee on Pensions, 808.
- S. 4739—To enforce the provisions of the nineteenth amendment to the Constitution of the United States with respect to the elective franchise.
Mr. Jones of Washington; Committee on Woman Suffrage, 808.
- S. 4740—To authorize aids to navigation and for other works in the Lighthouse Service, and for other purposes.
Mr. Jones of Washington; Committee on Commerce, 808.
- S. 4741—To establish in the Department of Commerce a bureau to be known as the bureau of building construction and housing.
Mr. Calder; Committee on Commerce, 808.
- S. 4742—For the relief of David C. Van Voorhis.
Mr. Pomerene; Committee on Claims, 808.
- S. 4743—To amend an act entitled "An act making appropriations for the current and contingent expenses of the Bureau of Indian Affairs, for fulfilling treaty stipulations with various Indian tribes, and for other purposes, for the fiscal year ending June 30, 1920," approved June 30, 1919, being Public No. 3, Sixty-sixth Congress.
Mr. Ashurst; Committee on Indian Affairs, 808.
- S. 4744—To amend the Federal farm loan act approved July 17, 1916.
Mr. Harrison; Committee on Banking and Currency, 808.
- S. 4745—For the consolidation of lands in the national parks, and for other purposes.
Mr. Henderson; Committee on Public Lands, 808.

- S. 4746—To amend the act entitled "An act to establish a Code of Law for the District of Columbia, approved Mar. 3, 1901, and the acts amendatory thereof and supplementary thereto, in relation to forcible entry and detainer."
Mr. Borah, from Committee on the Judiciary, 808.—Debated, 980-984, 2003.—Amended and passed Senate, 2300.
- S. 4747—Relative to the acquisition of oil lands by foreign Governments.
Mr. McKellar; Committee on Foreign Relations, 872.—Debated, 1032.
- S. 4748—To authorize the exchange of certain lands within the Fillmore National Forest, Utah.
Mr. Smoot; Committee on Public Lands, 871.
- S. 4749—To provide for the disposition of boron deposits.
Mr. Smoot; Committee on Public Lands, 871.—Reported back (S. Rept. 737), 2297.
- S. 4750—Providing for the appointment of superintendent and assistant superintendents of delivery in certain post offices of the first class.
Mr. Penrose; Committee on Post Offices and Post Roads, 871.
- S. 4751—Making armistice day a legal holiday.
Mr. Penrose; Committee on the Judiciary, 871.
- S. 4752—Granting an increase of pension to Charles Stackhouse.
Mr. Penrose; Committee on Pensions, 871.
- S. 4753—Granting an increase of pension to William F. Blanchard.
Mr. Penrose; Committee on Pensions, 871.
- S. 4754—Providing for the bringing to the United States of a body of an unknown American killed on the battle fields of France, and for the burial of the remains with appropriate ceremonies.
Mr. Penrose; Committee on Military Affairs, 871.
- S. 4755—Granting an increase of pension to Marian Martin.
Mr. McCumber; Committee on Pensions, 872.
- S. 4756—Granting an increase of pension to James Flannigan.
Mr. McCumber; Committee on Pensions, 872.
- S. 4757—Granting a pension to Bernard Mulhern.
Mr. McCumber; Committee on Pensions, 872.
- S. 4758—Granting a pension to Louise R. Stevenson.
Mr. Ball; Committee on Pensions, 872.
- S. 4759—Granting an increase of pension to Adam S. Bridgefarmer.
Mr. Poindexter; Committee on Pensions, 872.
- S. 4760—Granting a pension to James H. Pipes.
Mr. Capper; Committee on Pensions, 872.
- S. 4761—Granting a pension to James C. Cline.
Mr. Elkins; Committee on Pensions, 872.
- S. 4762—To authorize the improvement of Red Lake and Red Lake River in the State of Minnesota for navigation, drainage, and flood-control purposes.
Mr. Nelson; Committee on Commerce, 918.
- S. 4763—Granting a pension to Lucy A. Richards.
Mr. Curtis; Committee on Pensions, 918.
- S. 4764—Granting a pension to Alvin E. Owens.
Mr. Curtis; Committee on Pensions, 918.
- S. 4765—Granting an increase of pension to George M. Younger.
Mr. Curtis; Committee on Pensions, 918.
- S. 4766—Granting an increase of pension to Julia S. Webb.
Mr. Curtis; Committee on Pensions, 918.
- S. 4767—Granting a pension to John H. Riley.
Mr. Curtis; Committee on Pensions, 918.
- S. 4768—Granting a pension to Melissa S. Lemon.
Mr. Curtis; Committee on Pensions, 918.
- S. 4769—Granting an increase of pension to Eveline Washington.
Mr. Curtis; Committee on Pensions, 918.
- S. 4770—Granting a pension to Mary E. Martin.
Mr. Curtis; Committee on Pensions, 918.
- S. 4771—Granting a pension to Harry Hawkes.
Mr. Curtis; Committee on Pensions, 918.
- S. 4772—Granting a pension to Caldonia Doan.
Mr. Curtis; Committee on Pensions, 918.
- S. 4773—Granting an increase of pension to Maggie Moss.
Mr. Curtis; Committee on Pensions, 918.
- S. 4774—Granting an increase of pension to Sarah V. Cribb.
Mr. Fletcher; Committee on Pensions, 918.
- S. 4775—To authorize Louis M. Tisdale to construct and operate a ship canal or channel from Mon Louis Island, Mobile County, State of Alabama, to the deep-water basin in Mobile Bay, between Fort Morgan and Fort Gaines, Ala., through the lands and waters of the United States, and to grant to said Louis M. Tisdale the right of way for that purpose, and for other purposes.
Mr. Underwood; Committee on Commerce, 918.
- S. 4776—For the establishment and maintenance of a forest experiment station in Arizona.
Mr. Ashurst; Committee on Agriculture and Forestry, 918.
- S. 4777—Granting a pension to Elizabeth M. Reynolds.
Mr. Colt; Committee on Pensions, 918.
- S. 4778—Granting a pension to Belva Furgason.
Mr. Townsend; Committee on Pensions, 919.
- S. 4779—For the relief of Philippine Scout officers.
Mr. Spencer; Committee on Military Affairs, 919.
- S. 4780—To regulate the practice of the science of chiropractic in the District of Columbia.
Mr. Fletcher; Committee on the District of Columbia, 974.
- S. 4781—To amend an act entitled "An act to amend an act entitled 'An act for making further and more effectual provision for the national defense, and for other purposes,' approved June 3, 1916, and to establish military justice," approved June 4, 1920.
Mr. McKellar; Committee on Military Affairs, 974.
- S. 4782—Making it unlawful for unauthorized persons to wear the insignia of any organization of war veterans chartered by act of Congress.
Mr. Smoot; Committee on Military Affairs, 974.
- S. 4783—For the relief of David Thygeson.
Mr. Smoot; Committee on Claims, 974.
- S. 4784—To amend an act entitled "An act to declare the purpose of the people of the United States as to the future political status of the people of the Philippine Islands, and to provide a more autonomous government for those islands," approved Aug. 29, 1916.
Mr. Kenyon; Committee on the Philippines, 974.
- S. 4785—To amend an act entitled "An act to declare the purpose of the people of the United States as to the future political status of the people of the Philippine Islands, and to provide a more autonomous government for these islands," approved Aug. 29, 1916.
Mr. Kenyon; Committee on the Philippines, 974.
- S. 4786—To authorize the Secretary of the Treasury to create in the United States Coast Guard the rank or grade of chief gunner, electrical, and to transfer thereto all the present incumbent supervisors and assistant supervisors of telephone lines in the Coast Guard.
Mr. Lenroot; Committee on Commerce, 974.
- S. 4787—Granting consent for the construction, maintenance, and operation of a bridge across the Delaware River from the city of Philadelphia, Pa., to the city of Camden, N. J., and also to consent to an agreement between the States of Pennsylvania and New Jersey and the city of Philadelphia for the construction, maintenance, and operation of such bridge.
Mr. Edge; Committee on Commerce, 974.—Reported back with amendments (S. Rept. 711), 1727.—Debated, amended, and passed Senate, 1727.—Referred to House Committee on Interstate and Foreign Commerce, 1912.—Reported back (H. Rept. 1287), 2478.—Passed House, 2759.—Examined and signed, 2960, 2961.—Approved by the President [Public, No. 310], 3177.
- S. 4788—For the relief of Charles A. Mayo.
Mr. Jones of Washington; Committee on Claims, 974.
- S. 4789—To reimburse David J. Williams for cash shortage due to theft of public funds.
Mr. Poindexter; Committee on Claims, 975.
- S. 4790—To prevent extortion by owners or proprietors of hotels and public rooming houses in the District of Columbia during the occasion of the inauguration of the President of the United States.
Mr. McCumber; Committee on the District of Columbia, 975.
- S. 4791—Providing for the retirement of officers of the Marine Corps by reason of injuries or disabilities resulting from operations against the enemy.
Mr. Page; Committee on Naval Affairs, 975.
- S. 4792—Providing that warrant officers of the Marine Corps shall be commissioned chief warrant officers under the same conditions as commissioned warrant officers of the Navy.
Mr. Page; Committee on Naval Affairs, 975.
- S. 4793—To extend the benefits of the employers' liability act of Sept. 7, 1916, to Arthur E. Rump.
Mr. Spencer; Committee on Education and Labor, 975.
- S. 4794—To amend sections 216 and 223 of chapter 18 of the United States Statutes at Large, being the revenue act of 1918, approved Feb. 24, 1919.
Mr. Trammell; Committee on Finance, 1020.
- S. 4795—Granting an increase of pension to John B. Senecal.
Mr. Spencer; Committee on Pensions, 1020.
- S. 4796—For the relief of Emma J. McKusick.
Mr. Sutherland; Committee on Claims, 1020.
- S. 4797—For the relief of Hans P. Guttormsen.
Mr. Nelson; Committee on Claims, 1020.
- S. 4798—Enabling the Secretary of the Interior to purchase for the United States all the interest and rights of John Arvid Pettersen under his application for patent for an improvement in envelope printing attachment for adding machines.
Mr. Jones of Washington; Committee on Patents, 1086.
- S. 4799—To amend section 9 of the Federal reserve act, as amended by the act approved June 21, 1917.
Mr. Sterling; Committee on Banking and Currency, 1086.
- S. 4800—For the relief of the owner of the schooner Itasca and her master and crew.
Mr. Walsh of Massachusetts; Committee on Claims, 1086.
- S. 4801—To amend an act entitled "An act for the relief of Indians occupying railroad lands in Arizona, New Mexico, or California," approved Mar. 4, 1913.
Mr. Jones of New Mexico; Committee on Indian Affairs, 1086.
- S. 4802—Granting an increase of pension to Andrew Henri Hart.
Mr. Calder; Committee on Pensions, 1086.
- S. 4803—Granting an increase of pension to Henry S. Nichols.
Mr. Calder; Committee on Pensions, 1086.
- S. 4804—For the relief of Sophie Caffrey.
Mr. Calder; Committee on Claims, 1086.
- S. 4805—To regulate the employment of minors and to provide for compulsory school attendance of children within the District of Columbia, and for other purposes.
Mr. Curtis; Committee on the District of Columbia, 1086.
- S. 4806—Amending subdivision B of section 250 of the revenue act of 1918.
Mr. Gore; Committee on Finance, 1136.
- S. 4807—To amend the Judicial Code.
Mr. Nelson; Committee on the Judiciary, 1136.
- S. 4808—To amend the Judicial Code.
Mr. Nelson; Committee on the Judiciary, 1136.
- S. 4809—Granting a pension to Frank Hall.
Mr. Ashurst; Committee on Pensions, 1136.

- S. 4810—Providing for the election of Delegates to the House of Representatives from the District of Columbia, Commissioners of the District of Columbia, a Public Utilities Commission, a Board of Education, and for other purposes.
Mr. Capper; Committee on the District of Columbia, 1136.
- S. 4811—For the relief of Mrs. Theodore Sharp.
Mr. Curtis; Committee on Claims, 1184.
- S. 4812—To require a reduction in rates charged by common carriers and to amend section 15a, paragraph 3, of the interstate commerce act.
Mr. Trammell; Committee on Interstate Commerce, 1184.
- S. 4813—Granting a pension to Lucy L. Boucher.
Mr. Sherman; Committee on Pensions, 1184.
- S. 4814—Granting an increase of pension to Margaret Bockstruck.
Mr. Sherman; Committee on Pensions, 1184.
- S. 4815—Granting a pension to George T. Cooney.
Mr. Stanley; Committee on Pensions, 1184.
- S. 4816—To regulate the employment of minors and to provide for compulsory school attendance of children within the District of Columbia, and for other purposes.
Mr. Curtis; Committee on the District of Columbia, 1184.
- S. 4817—For the protection of persons employed on railway baggage cars and railway express cars.
Mr. Robinson; Committee on Interstate Commerce, 1238.
- S. 4818—To amend section 4076 of the Revised Statutes, as amended.
Mr. Walsh of Massachusetts; Committee on the Judiciary, 1238.
- S. 4819—Granting an increase of pension to Arthur L. Manchester.
Mr. Hale; Committee on Pensions, 1238.
- S. 4820—To further regulate certain public-service corporations operating within the District of Columbia, and for other purposes.
Mr. Jones of Washington; Committee on the District of Columbia, 1238.
- S. 4821—Granting an increase of pension to James Forsyth Harrison.
Mr. Elkins; Committee on Pensions, 1238.
- S. 4822—To amend an act entitled "An act granting to the State of Kansas the abandoned Fort Hays Military Reservation, in said State, for the purpose of establishing an experiment station of the Kansas State Agricultural College and a western branch of the State Normal School thereon, and for a public park," approved Mar. 28, 1900, as amended.
Mr. Capper; Committee on Agriculture and Forestry, 1238.
- S. 4823—To amend section 1 of the act entitled "An act relating to the Metropolitan police of the District of Columbia," approved Feb. 28, 1901, as amended.
Mr. Calder; Committee on the District of Columbia, 1238.
- S. 4824—For the relief of I. C. Johnson, jr.
Mr. Gay; Committee on Naval Affairs, 1238.
- S. 4825—To extend the time for the construction of a bridge across the Columbia River, between the States of Oregon and Washington, at or within 2 miles westerly from Cascade Locks, in the State of Oregon.
Mr. Jones of Washington; Committee on Commerce, 1238.—Reported with amendment (S. Rept. 710), 1727.—Amended and passed Senate, 1727.—Referred to House Committee on Interstate and Foreign Commerce, 1912.—Reported back (H. Rept. 1265), 2284.—Passed House, 2759.—Examined and signed, 2959, 2961.—Approved by the President [Public, No. 311], 3177.
- S. 4826—To amend section 5 of the act entitled "An act to incorporate the American National Red Cross," approved Jan. 5, 1905.
Mr. Lodge; Committee on Foreign Relations, 1238.—Reported back, 1294.—Passed Senate, 2301, 2302.—Taken from Speaker's table and passed House, 4205.—Examined and signed, 4219, 4314.—Approved by the President [Public, No. 371], 4427, 4521.
- S. 4827—To authorize the Secretary of War to furnish to the National Museum certain articles of the arms, matériel, equipment, or clothing heretofore issued or produced for the United States Army, and to dispose of colors, standards, and guidons of demobilized organizations of the United States Army, and for other purposes.
Mr. Wadsworth; Committee on Military Affairs, 1294.—Reported with amendment (S. Rept. 763), 2694.—Amended and passed Senate, 3766.—Debated and passed House, 4491.—Examined and signed, 4520.—Approved by the President [Public, No. 394], 4523.
- S. 4828—To promote the general welfare by gathering information respecting the ownership, production, distribution, costs, sales, and profits in the coal industry and by publication of same, and to recognize and declare coal and its production and distribution charged with public interest and use, and for other purposes.
Mr. Calder; Committee on Manufactures, 1294.—Reported with amendment (S. Rept. 815), 3724.
- S. 4829—To amend an act entitled "An act to reclassify postmasters and employees of the Postal Service and readjust their salaries and compensation on an equitable basis," (Public No. 265, 66th Cong.)
Mr. Moses; Committee on Post Offices and Post Roads, 1294.
- S. 4830—To tax the privilege of dealing on exchanges, boards of trade, and similar places in contracts of sale of grain for future delivery, and for other purposes.
Mr. Gronna; Committee on Agriculture and Forestry, 1294.
- S. 4831—Validating certain applications for and entries of public lands, and for other purposes.
Mr. Smoot; Committee on Public Lands, 1341.
- S. 4832—To amend an act authorizing the purchase of certain public lands of the United States.
Mr. Smoot; Committee on Public Lands, 1341.
- S. 4833—Providing for the reservation of certain lands in Utah for two bands of Paiute Indians.
Mr. Smoot; Committee on Public Lands, 1341.
- S. 4834—For the consolidation of forest lands within the Gallatin National Forest, and for other purposes.
Mr. Walsh of Montana; Committee on Public Lands, 1341.
- S. 4835—Granting a pension to Jennie C. Gorton.
Mr. Brandegee; Committee on Pensions, 1341.
- S. 4836—For the relief of C. W. Struckmeyer.
Mr. Spencer; Committee on Claims, 1341.
- S. 4837—Granting a pension to Andrew Kurtz.
Mr. Spencer; Committee on Pensions, 1341.
- S. 4838—Granting an increase of pension to George Nash.
Mr. Spencer; Committee on Pensions, 1341.
- S. 4839—To amend sections 4402, 4404, and 4414 of the Revised Statutes of the United States, to classify and provide salaries for officers and clerks of the Steamboat-Inspection Service.
Mr. Calder; Committee on Commerce, 1341.
- S. 4840—To amend section 1274, Revised Statutes of the United States, relating to the retirement of officers of the Army and to promotion before retirement of officers whose promotions were withheld solely on account of physical disability.
Mr. Beckman; Committee on Military Affairs, 1341.
- S. 4841—To amend paragraph (g) of section 204 and paragraph (g) of section 209 of the transportation act, 1920.
Mr. Townsend; Committee on Interstate Commerce, 1341.
- S. 4842—For the relief of John M. Green.
Mr. Underwood; Committee on Military Affairs, 1341.
- S. 4843—To amend section 300 of an act entitled "An act to authorize the establishment of a Bureau of War Risk Insurance in the Treasury Department," approved Sept. 2, 1914, as amended.
Mr. Underwood; Committee on Finance, 1341.
- S. 4844—Granting a pension to Abner B. Harris.
Mr. Smoot; Committee on Pensions, 1394.
- S. 4845—To protect the name and insignia of the World War organizations.
Mr. Smoot; Committee on Military Affairs, 1394.
- S. 4846—To give effect to article 7j of a convention between the United States of America and other powers for the protection of industrial property, signed at Washington, June 2, 1911, and for other purposes.
Mr. Hale; Committee on Patents, 1394.
- S. 4847—Granting an increase of pension to Mollie M. Wilkerson.
Mr. Johnson of California; Committee on Pensions, 1394.
- S. 4848—Granting a pension to Frank Dixon.
Mr. Johnson of California; Committee on Pensions, 1394.
- S. 4849—Granting a pension to J. B. Hicks.
Mr. Johnson of California; Committee on Pensions, 1394.
- S. 4850—Granting an increase of pension to Henry O. Welton.
Mr. Johnson of California; Committee on Pensions, 1394.
- S. 4851—For the relief of Sarah E. Church.
Mr. Fernald; Committee on Claims, 1394.
- S. 4852—For the relief of C. F. E. Petersen.
Mr. Calder; Committee on Claims, 1394.
- S. 4853—To prohibit smoking in buildings owned by the Government of the United States and used by any executive department or independent establishment of the Government.
Mr. Smoot; Committee on Appropriations, 1440.
- S. 4854—Granting an increase of pension to Anna T. Barclay.
Mr. McCumber; Committee on Pensions, 1440.
- S. 4855—Granting an increase of pension to Hulda A. Freer.
Mr. Elkins; Committee on Pensions, 1440.
- S. 4856—To amend an act entitled "An act for the establishment of marine schools, and for other purposes," approved Mar. 4, 1911.
Mr. Hale; Committee on Naval Affairs, 1440.
- S. 4857—For the relief of the Gadsden Contracting Co.
Mr. Harris; Committee on Claims, 1440.
- S. 4858—For the relief of Iva Lee.
Mr. Wadsworth; Committee on Claims, 1440.
- S. 4859—For the relief of certain ex-service men whose rights to make entries on the North Platte irrigation project, Nebraska-Wyoming, were defeated by intervening claims.
Mr. Warren; Committee on Public Lands, 1491.—Reported back, 2103.—Passed Senate, 3757.—Referred to House Committee on Public Lands, 4543.
- S. 4860—Granting a pension to Narcissa A. Grant.
Mr. Trammell; Committee on Pensions, 1491.
- S. 4861—To correct the military record of Daniel Wells.
Mr. Gronna; Committee on Military Affairs, 1491.
- S. 4862—For the relief of Elizabeth Foster Carter.
Mr. Hale; Committee on Claims, 1491.
- S. 4863—To establish the department of public welfare and to determine its functions, and for other purposes.
Mr. Dillingham; Committee on the District of Columbia, 1491.
- S. 4864—To amend section 3 of an act entitled "An act to provide for the leasing of coal lands in the Territory of Alaska, and for other purposes," approved Oct. 24, 1914.
Mr. Smoot; Committee on Public Lands, 1491.—Reported with amendment (S. Rept. 735), 2298.—Amended and passed Senate, 3761.—Passed House, 4344.—Examined and signed, 4366, 4406.—Approved by the President [Public, No. 380], 4531.
- S. 4865—Fixing the taxable status of lands received in exchange for lands formerly embraced in the grants to the Oregon & California Railroad Co. and the Coos Bay Wagon Road Co.
Mr. Smoot; Committee on Public Lands, 1491.—Reported back (S. Rept. 738), 2297.—Passed Senate, 3762.—Referred to House Committee on Public Lands, 2835.

- S. 4866—To authorize the President of the United States to lay embargoes against the exportation of petroleum oil and providing penalties.
Mr. Phelan; Committee on Naval Affairs, 1491.
- S. 4867—To prohibit improper and corrupt lobbying and to regulate the employment of legislative counsel and agents.
Mr. Overman; Committee on the Judiciary, 1491.
- S. 4868—To define and punish lobbying.
Mr. Kenyon; Committee on the Judiciary, 1491.
- S. 4869—Granting a pension to Amanda A. M. Taylor.
Mr. Frelinghuysen; Committee on Pensions, 1491.
- S. 4870—Granting a pension to Amelia Perry.
Mr. Reed; Committee on Pensions, 1491.
- S. 4871—Granting a pension to W. T. Powell.
Mr. Reed; Committee on Pensions, 1491.
- S. 4872—Granting a pension to Mrs. C. A. Thomas.
Mr. Reed; Committee on Pensions, 1491.
- S. 4873—For the relief of J. B. Porter.
Mr. Reed; Committee on Claims, 1491.
- S. 4874—Conferring jurisdiction upon the Court of Claims to hear, examine, consider, and adjudicate claims of the Chippewa Indians of Lake Superior against the United States, and for other purposes.
Mr. La Follette; Committee on Indian Affairs, 1491.
- S. 4875—Transferring Fort Logan H. Roots to the Secretary of the Treasury for use of the United States Public Health Service, and for other purposes.
Mr. Robinson; Committee on Military Affairs, 1542.
- S. 4876—For the relief of Oliver A. Campbell.
Mr. Wadsworth; Committee on Military Affairs, 1542.
- S. 4877—Granting an increase of pension to Maria Love.
Mr. Curtis; Committee on Pensions, 1542.
- S. 4878—Granting a pension to Sarah E. Spears.
Mr. Curtis; Committee on Pensions, 1542.
- S. 4879—To amend section 1 of the act of Congress approved Mar. 2, 1895 (28 Stat. L., p. 907), and to extend restrictions against alienation of lands allotted to and inherited by certain Quapaw Indians, and for other purposes.
Mr. Owen; Committee on Indian Affairs, 1542.—Reported with amendments (S. Rept. 705), 1697.—Debated, amended, and passed Senate, 2541.—Referred to House Committee on Indian Affairs, 3872.
- S. 4880—Providing for the continuance of the Osage Indian School, Oklahoma, for a period of 10 years from July 1, 1921.
Mr. Owen; Committee on Indian Affairs, 1542.
- S. 4881—To pay the Pawnee Tribe of Indians of Oklahoma the sum found due by the Court of Claims.
Mr. Owen; Committee on Indian Affairs, 1542.
- S. 4882—Granting a pension to George Teufel.
Mr. Phelan; Committee on Pensions, 1542.
- S. 4883—Granting a pension to Johanna Meyer.
Mr. Phelan; Committee on Pensions, 1542.
- S. 4884—Providing for the payment of claims arising from damages sustained in connection with the leasing of irrigable Indian lands on the Uintah Reservation, Utah.
Mr. King; Committee on Indian Affairs, 1542.
- S. 4905—Granting an increase of pension to Rose B. Isaac.
Mr. Swanson; Committee on Pensions, 1675.
- S. 4886—To extend the time of the Hudson River Connecting Railroad Corporation for the completion of its bridge across the Hudson River, in the State of New York.
Mr. Calder; Committee on Commerce, 1675.—Reported with amendment (S. Rept. 756), 2625.—Passed Senate, 2625.—Taken from Speaker's table and passed House, 2759.—Examined and signed, 2960, 2961.—Approved by the President [Public, No. 312], 3177.
- S. 4887—To designate Tampa, Fla., as a port at which a marine school may be established and maintained under the act of Congress approved Mar. 4, 1911.
Mr. Trammell; Committee on Naval Affairs, 1675.
- S. 4888—To amend section 5 of an act entitled "An act to provide for the lading or unlading of vessels at night, the preliminary entry of vessels, and for other purposes," approved Feb. 13, 1911, as amended by an act entitled "An act to amend an act entitled 'An act to provide for the lading or unlading of vessels at night, the preliminary entry of vessels, and for other purposes,' approved Feb. 13, 1911," approved Feb. 7, 1920.
Mr. Jones of Washington; Committee on Commerce, 1697.
- S. 4889—Authorizing the Secretary of War to furnish free transportation and subsistence from Europe to the United States for certain destitute discharged soldiers and their wives and children.
Mr. Wadsworth; Committee on Military Affairs, 1697.—Reported with amendment (S. Rept. 712), 1855.—Debated, amended, and passed Senate, 3755.—Referred to House Committee on Military Affairs, 3895.
- S. 4890—For the repeal of certain war-time legislation, and for other purposes.
Mr. Reed; Committee on the Judiciary, 1697.
- S. 4891—To amend section 1 of an act approved Feb. 26, 1919, entitled "An act to fix the salaries of the clerks of the United States district courts and to provide for their office expenses, and for other purposes."
Mr. Reed; Committee on the Judiciary, 1697.—Reported back (S. Rept. 731), 2297.—Passed Senate, 2297.—Taken from Speaker's table and passed House, 2452.—Examined and signed, 2619, 2693.—Approved by the President [Public, No. 304], 3177.
- S. 4892—For the relief of Samuel M. Robinson.
Mr. Capper; Committee on Claims, 1697.
- S. 4893—To authorize the coinage of a 50-cent piece in commemoration of the one hundredth anniversary of the admission of Missouri into the Union.
Mr. Spencer; Committee on Banking and Currency, 1698.—Reported with amendment, 1995.—Passed Senate, 1995.—Referred to House Committee on Coinage, Weights, and Measures, 2079.—Reported back (H. Rept. 1356), 3829.—Passed House, 4357.—Examined and signed, 4360, 4460.—Approved by the President [Public, No. 381], 4531.
- S. 4894—To provide longevity pay for reserve officers and National Guard officers serving under orders of the War Department.
Mr. Spencer; Committee on Military Affairs, 1727.—Reported back (S. Rept. 802), 3170.
- S. 4895—To amend section 6 of an act approved Jan. 17, 1914, entitled "An act to prohibit the importation and use of opium for other than medicinal purposes," approved Feb. 9, 1909.
Mr. Curtis; Committee on Finance, 1727.
- S. 4896—For the relief of the estate of Joseph Matthews.
Mr. Wadsworth; Committee on Claims, 1727.
- S. 4897—To amend section 9 of an act entitled "An act to define, regulate, and punish trading with the enemy, and for other purposes," approved Oct. 6, 1917, as amended.
Mr. Knox; Committee on the Judiciary, 1727.—Reported back, 1995.—Passed Senate, 2187.—Referred to House Committee on Interstate and Foreign Commerce, 2382.—Reported with amendment (H. Rept. 1329), 3230.—Amended and passed House, 3583.—Senate concurs in House amendment, 3598.—Examined and signed, 3715, 3723.—Approved by the President [Public, No. 332], 4023.
- S. 4898—To amend the transportation act, 1920.
Mr. Townsend; Committee on Interstate Commerce, 1727.—Reported back, 2298.—Indefinitely postponed, 3761.
- S. 4899—To amend the act entitled "An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," approved July 11, 1916, as amended and supplemented, and for other purposes.
Mr. Phipps; Committee on Post Offices and Post Roads, 1856.—Reported with amendments (S. Rept. 726), 2182.
- S. 4900—To amend section 5 of the act approved Mar. 2, 1919, entitled "An act to provide relief in cases of contracts connected with the prosecution of the war, and for other purposes."
Mr. Robinson; Committee on Mines and Mining, 1856.—Reported back, 2553.—Passed Senate, 3765.—Referred to House Committee on Mines and Mining. *Omitted in Record.*
- S. 4901—Granting certain public lands to the city of Phoenix, Ariz., for municipal purposes.
Mr. Ashurst; Committee on Public Lands, 1856.
- S. 4902—For the relief of Antti Merihelmi.
Mr. Calder; Committee on Claims, 1856.
- S. 4903—To authorize the construction and maintenance of a bridge across Detroit River within or near the city limits of Detroit, Mich.
Mr. Townsend; Committee on Commerce, 1856.—Reported with amendments (S. Rept. 804), 3325.—Amended and passed Senate, 3325.—Referred to House Committee on Interstate and Foreign Commerce, 3488.—Reported back (H. Rept. 1388), 4216.—Passed House, 4479.—Examined and signed, 4520, 4439.—Approved by the President [Public, No. 395], 4531.
- S. 4904—Granting a pension to W. S. Cooper.
Mr. Phelan; Committee on Pensions, 1963.
- S. 4905—Granting an increase of pension to John J. Rogers.
Mr. Phelan; Committee on Pensions, 1963.
- S. 4906—To amend the act approved Feb. 7, 1916, entitled "An act to provide for the maintenance of the United States Section of the International Highway Commission."
Mr. Lodge; Committee on Foreign Relations, 1963.
- S. 4907—Granting a pension to Richard A. Norris.
Mr. Smoot; Committee on Pensions, 1963.
- S. 4908—Making an appropriation for the purchase of property adjoining the Federal building at Salt Lake City, Utah.
Mr. King; Committee on Appropriations, 1963.
- S. 4909—To authorize the payment of an indemnity to the Norwegian Government for the detention of three subjects of Norway in Hudson County, N. J.
Mr. Lodge; Committee on Foreign Relations, 1995.
- S. 4910—To provide for the advertising for bids on purchases of supplies and contracts for labor and materials for the construction and repair of vessels under the United States Shipping Board or the United States Emergency Fleet Corporation.
Mr. Edge; Committee on Commerce, 1995.
- S. 4911—Authorizing and directing examination and survey of the Hudson River Channel along the Weehawken-Edgewater water front.
Mr. Edge; Committee on Commerce, 1995.
- S. 4912—To authorize the appointment of an ordnance storekeeper in the Army.
Mr. Nelson; Committee on Military Affairs, 1995.—Reported back (S. Rept. 767), 2825.—Debated, amended, and passed Senate, 3387.—Referred to House Committee on Military Affairs, 3488.—Reported back (H. Rept. 1342), 3520.
- S. 4913—To provide that Engineer field clerks shall have the same military status and be subject to the same obligations and benefits as Army field clerks.
Mr. Poindexter; Committee on Military Affairs, 1995.
- S. 4914—For the consolidation of forest lands in the Carson and Santa Fe National Forests, N. Mex., and for other purposes.
Mr. Jones of New Mexico; Committee on Public Lands, 1995.
- S. 4915—Granting an increase of pension to Nellie A. Sanborn.
Mr. Moses; Committee on Pensions, 1995.
- S. 4916—To acquire land and buildings in London, England, for the use of the diplomatic representative of the United States.
Mr. Lodge, from Committee on Foreign Relations, 1995.—Indefinitely postponed, 3756.

- S. 4917—To amend the income-tax law, being title 2 of the revenue act of 1918, by permitting the deduction from net income subject to tax of contributions made by corporations to organizations formed for certain enumerated purposes.
Mr. Spencer; Committee on Finance, 1995.
- S. 4918—Granting a pension to William J. Swift.
Mr. Kendrick; Committee on Pensions, 1995.
- S. 4919—To provide for causes of action arising out of Federal control and operation of telegraph and telephone systems during the war, and for other purposes.
Mr. Jones of Washington; Committee on Interstate Commerce, 2046.
- S. 4920—To increase the salaries of Members of Congress and Cabinet officers.
Mr. Sherman; Committee on Appropriations, 2046.
- S. 4921—Granting a pension to Paul O. Brownlee.
Mr. Harris; Committee on Pensions, 2047.
- S. 4922—For the relief of J. P. D. Shiebler.
Mr. Calder; Committee on Military Affairs, 2047.
- S. 4923—To authorize deduction of war-risk insurance premiums from the war-service bonus payable under the act approved Feb. 24, 1919, and for other purposes.
Mr. Jones of Washington; Committee on Finance, 2047.
- S. 4924—To retrocede to the State of Virginia exclusive jurisdiction heretofore acquired by the United States of America over the property and persons of the town site or territory known as United States Housing Corporation project 150A, located in Norfolk County, State of Virginia, and called Cradock.
Mr. Swanson; Committee on Public Buildings and Grounds, 2103.—Debated, amended, and passed Senate, 2407.—Referred to House Committee on Public Buildings and Grounds, 2728.—Reported back (H. Rept. 1311), 2888.—Debated and passed House, 4357.—Examined and signed, 4429.—Approved by the President [Public, No. 396], 4531.
- S. 4925—To amend an act approved Feb. 25, 1920, entitled "An act to promote the mining of coal, phosphate, oil, oil shale, gas, and sodium on the public domain, and for other purposes."
Mr. Smoot; Committee on Public Lands, 2104.
- S. 4926—To amend an act approved Feb. 25, 1920, entitled "An act to promote the mining of coal, phosphate, oil, oil shale, gas, and sodium on the public domain, and for other purposes."
Mr. Smoot; Committee on Public Lands, 2104.
- S. 4927—To amend title 9, section 900, paragraph (8), of the act entitled "An act to provide revenue, and for other purposes," approved Feb. 24, 1919.
Mr. Spencer; Committee on Finance, 2104.
- S. 4928—For the purchase of the statue "The Pilgrim Mother and Child of the Mayflower" and presentation of same to the Government of Great Britain.
Mr. Calder; Committee on the Library, 2104.
- S. 4929—For the relief of estates of Edwin G. Scott, Clyde R. Dindinger, and Ralph R. Fraley.
Mr. McNary; Committee on Claims, 2104.
- S. 4930—Authorizing the Secretary of the Interior to sell timber on certain public lands, and for other purposes.
Mr. McNary; Committee on Public Lands, 2104.
- S. 4931—Authorizing the Secretary of the Interior in certain cases to reconvey real property donated for use in connection with Federal irrigation projects.
Mr. McNary; Committee on Irrigation and Reclamation of Arid Lands, 2104.
- S. 4932—Authorizing and directing the Secretary of War to deliver to the Surgeon General of the Public Health Service, Fort Walla Walla Military Reservation, including buildings and grounds at Walla Walla, Wash.
Mr. Poindexter; Committee on Military Affairs, 2104.
- S. 4933—To amend the Interstate Commerce Act by adding thereto a new section, No. 20b, and to amend an act entitled "An act to supplement existing laws against unlawful restraints and monopolies, and for other purposes," approved Oct. 15, 1914, by adding a new paragraph to section 10 thereof.
Mr. Townsend, 2154.
- S. 4934—Providing one German cannon or fieldpiece for the city of Albion, Mich.
Mr. Townsend; Committee on Military Affairs, 2154.
- S. 4935—To create rural credit societies, and for other purposes.
Mr. Kenyon; Committee on Agriculture and Forestry, 2154.
- S. 4936—For the relief of Jacob Ries Bottling Works (Inc.), Shakopee, Minn.
Mr. Nelson; Committee on Claims, 2154.
- S. 4937—Granting an increase of pension to Elizabeth Colquitt Marshall.
Mr. Smith of Georgia; Committee on Pensions, 2154.
- S. 4938—Creating three grades of warrant officers in the Army, and for other purposes.
Mr. Sheppard; Committee on Military Affairs, 2154.
- S. 4939—To amend the act entitled "An act to establish a Bureau of Immigration and Naturalization, and to provide for a uniform rule for the naturalization of aliens throughout the United States," approved June 29, 1906, as amended, and for other purposes.
Mr. Dillingham; Committee on Immigration, 2182.
- S. 4940—Granting an increase of pension to John M. Herndon.
Mr. Spencer; Committee on Pensions, 2182.
- S. 4941—For the enrollment and allotment of members of the Lac du Flambeau Band of Lake Superior Chippewas, in the State of Wisconsin, and for other purposes.
Mr. Curtis; Committee on Indian Affairs, 2298.
- S. 4942—For the relief of Claude Chandler.
Mr. Curtis; Committee on Claims, 2298.
- S. 4943—For the relief of John W. Millar.
Mr. Curtis; Committee on Claims, 2298.
- S. 4944—Granting a pension to James W. Murphy.
Mr. Curtis; Committee on Pensions, 2298.
- S. 4945—Granting a pension to Sarah M. Brown.
Mr. Curtis; Committee on Pensions, 2298.
- S. 4946—Granting a pension to Ida May Hollister.
Mr. Curtis; Committee on Pensions, 2298.
- S. 4947—Granting a pension to Viola Grover Libby.
Mr. Fernald; Committee on Pensions, 2298.
- S. 4948—Granting a pension to James Duffy.
Mr. Myers; Committee on Pensions, 2298.
- S. 4949—To authorize the building of a bridge across the Santee River in South Carolina.
Mr. Dial; Committee on Commerce, 2298.—Reported with amendments (S. Rept. 750), 2406.—Amended and passed Senate, 2407.—Passed House, 2756.—Examined and signed, 2960, 2961.—Approved by the President [Public, No. 313], 3177.
- S. 4950—To authorize the building of a bridge across the Pee Dee River in South Carolina.
Mr. Dial; Committee on Commerce, 2298.—Reported with amendments (S. Rept. 751), 2406.—Debated, amended, and passed Senate, 2407.—Passed House, 2756.—Examined and signed, 2960, 2961.—Approved by the President [Public, No. 314], 3177.
- S. 4951—To authorize the building of a bridge across the Wateree River in South Carolina.
Mr. Dial; Committee on Commerce, 2298.—Reported with amendments (S. Rept. 752), 2406.—Debated, amended, and passed Senate, 2407.—Passed House, 2757.—Examined and signed, 2960, 2961.—Approved by the President [Public, No. 315], 3177.
- S. 4952—To increase the percentage of national forest receipts to be paid to the Territory of Alaska.
Mr. Gronna; Committee on Territories, 2298.
- S. 4953—Donating captured cannons and unloaded projectiles to the Fleming-Jackson-Seever Post, No. 6, American Legion, Atchison, Kans.
Mr. Capper; Committee on Military Affairs, 2298.
- S. 4954—Granting a deed of quitclaim and release to J. L. Holmes of certain land in the town of Whitefield, Okla.
Mr. Owen; Committee on Indian Affairs, 2298.
- S. 4955—For the relief of the American Alliance Insurance Co.
Mr. Owen; Committee on Claims, 2298.
- S. 4956—Creating the office of United States civil engineer, and providing for the pay and retirement of such officers.
Mr. Wolcott; Committee on Military Affairs, 2298.
- S. 4957—For the relief of Dr. Demetri Boyoucouglou.
Mr. Spencer; Committee on Claims, 2298.
- S. 4958—To regulate the retired pay of certain enlisted men in the Coast Guard.
Mr. Jones of Washington; Committee on Commerce, 2298.
- S. 4959—For the relief of Pettus H. Hemphill.
Mr. Sheppard; Committee on Military Affairs, 2364.
- S. 4960—To amend section 101 of the Judicial Code.
Mr. Gore; Committee on the Judiciary, 2364.
- S. 4961—To provide for advancement in grade of certain officers retired for disability incurred in active service.
Mr. Sutherland; Committee on Military Affairs, 2364.
- S. 4962—To authorize the payment to the Government of France of \$13,511.13 as an indemnity requested in behalf of Mme. Crignier for losses sustained by her as the result of a search for the body of Admiral John Paul Jones.
Mr. Lodge; Committee on Foreign Relations, 2406.
- S. 4963—To appropriate \$50,000,000 for the purchase of seed grain and feed for live stock, to be supplied to farmers in the crop-failure areas of the United States; said amount to be expended under rules and regulations prescribed by the Secretary of Agriculture.
Mr. McCumber; Committee on Agriculture and Forestry, 2406.
- S. 4964—To amend sections 2, 10, 11, 12, 13, and 32 of the Federal farm loan act, approved July 17, 1916, as amended.
Mr. Kenyon; Committee on Banking and Currency, 2406.
- S. 4965—For the relief of Dr. O. H. Tittmann, former Superintendent of the United States Coast and Geodetic Survey.
Mr. Spencer; Committee on Commerce, 2406.
- S. 4966—For the relief of Grover C. Freeman.
Mr. Smith of Georgia; Committee on Naval Affairs, 2406.
- S. 4967—Granting a pension to Catherine Hartman.
Mr. Spencer; Committee on Pensions, 2406.
- S. 4968—To amend the act entitled "An act for the retirement of employees in the classified civil service, and for other purposes," approved May 22, 1920.
Mr. McKellar; Committee on Civil Service and Retrenchment, 2406.
- S. 4969—For the relief of Martin A. Hayes.
Mr. McKellar; Committee on Military Affairs, 2406.
- S. 4970—To reimburse certain fire insurance companies the amounts paid by them for property destroyed by fire in suppressing bubonic plague in the Territory of Hawaii in the years 1899 and 1900.
Mr. Phelan; Committee on Claims, 2482.
- S. 4971—Granting an extension on United States of America letters patent No. 757,879.
Mr. Sterling; Committee on Patents, 2482.
- S. 4972—To authorize the United States, through the United States Shipping Board, to acquire a site on Hazzell Island, St. Thomas, Virgin Islands, for a fuel and fuel-oil station and fresh-water reservoir for Shipping Board and other merchant vessels, as well as United States naval vessels, and for other purposes.
Mr. Jones of Washington; Committee on Commerce, 2482.
- S. 4973—To amend the provisions of an act relating to certain railway corporations owning or operating street railways in the District of Columbia approved June 5, 1905.
Mr. France; Committee on the District of Columbia, 2482.—Reported with amendment (S. Rept. 822), 4023.

- S. 4974—To further reclassify postmasters and employees of the Postal Service and readjust their salaries and compensation on an equitable basis, and for other purposes.
Mr. Sterling; Committee on Post Offices and Post Roads, 2482.
- S. 4975—Amending the act of Mar. 4, 1917, for the restoration of the annuities of the two lower bands of Sioux Indians (known as Santee Sioux), and conferring jurisdiction upon the Court of Claims therein.
Mr. Johnson of South Dakota; Committee on Indian Affairs, 2553.
- S. 4976—To perpetuate the memory of the Chickasaw and Seminole Tribes of Indians in Oklahoma.
Mr. Owen; Committee on Indian Affairs, 2553.
- S. 4977—To amend an act entitled "An act to codify, revise, and amend the laws relating to the judiciary," approved Mar. 3, 1911.
Mr. Nelson; Committee on the Judiciary, 2553.
- S. 4978—To provide for the disposal of certain waste and drainage water from the Rio Grande project, New Mexico-Texas.
Mr. Sheppard; Committee on Irrigation and Reclamation of Arid Lands, 2553.
- S. 4979—Granting a pension to Isola Foster.
Mr. Jones of Washington; Committee on Pensions, 2553.
- S. 4980—For the relief of Stella M. Muselman.
Mr. Walsh of Montana; Committee on Claims, 2625.
- S. 4981—To transfer the Panhandle and Plains section of Texas and Oklahoma to the United States standard central-time zone.
Mr. Sheppard; Committee on Interstate Commerce, 2625.—Reported back, 4892.
- S. 4982—Granting a pension to Anna B. Tegler.
Mr. Capper; Committee on Pensions, 2625.
- S. 4983—To grant relief to the legal owner or owners of the American schooner *Blanche C. Pendleton*.
Mr. Calder; Committee on Claims, 2625.
- S. 4984—To approve action taken by the War Department in issuing supplies to flood sufferers at Corpus Christi, Tex., during September, 1919.
Mr. Wadsworth; Committee on Military Affairs, 2625.
- S. 4985—Granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy and of wars other than the Civil War, and to certain widows and dependent relatives of such soldiers and sailors.
Mr. McCumber, from the Committee on Pensions (S. Rept. 759) as substitute for certain bills referred to that committee, 2625.—Re-referred to Committee on Pensions, 3599.
- S. 4986—To authorize the Secretary of War to transfer certain material, machinery, and equipment to the Department of Agriculture.
Mr. Ball; Committee on Military Affairs, 2694.
- S. 4987—For the relief of Frederick W. Seidell.
Mr. Poindexter; Committee on Claims, 2694.
- S. 4988—Granting a pension to Lillian M. Woodard.
Mr. Swanson; Committee on Pensions, 2694.
- S. 4989—To authorize the Secretary of War to transfer certain material, machinery, and equipment to the Department of Agriculture.
Mr. Dial; Committee on Military Affairs, 2694.—Committee on Military Affairs discharged and referred to Committee on Post Offices and Post Roads, 3033.
- S. 4990—Granting renewal and extension of certain patents to I. H. Larr.
Mr. Robinson; Committee on Patents, 2694.
- S. 4991—For the relief of Kristina Furlak.
Mr. Spencer; Committee on Claims, 2763.—Reported back (S. Rept. 768), 2825.—Passed Senate, 3769.—Referred to House Committee on Claims, 3895.
- S. 4992—For the relief of William E. Lewis.
Mr. Spencer; Committee on Claims, 2763.—Reported back (S. Rept. 769), 2825.—Debated, amended, and passed Senate, 3769.—Referred to House Committee on Claims, 3895.
- S. 4993—Granting a pension to Albert Kirkbride.
Mr. Phelan; Committee on Pensions, 2763.
- S. 4994—To extend rediscount privilege to farm-loan bonds, promote their sale, and for other purposes.
Mr. Fletcher; Committee on Banking and Currency, 2828.
- S. 4995—For the relief of Maj. Francis M. Maddox, United States Army.
Mr. Heffin; Committee on Claims, 2828.
- S. 4996—For the relief of Eugene K. Stondemire.
Mr. Heffin; Committee on Claims, 2828.
- S. 4997—For the relief of Herbert E. Meistrup.
Mr. Smoot; Committee on Claims, 2828.
- S. 4998—Authorizing an appropriation for the World's Poultry Congress.
Mr. Calder; Committee on Agriculture and Forestry, 2828.
- S. 4999—Granting a pension to James Percival.
Mr. Lodge; Committee on Pensions, 2828.
- S. 5000—Directing the Mississippi River Commission to make an examination and survey of the Atchafalaya, Red, and Black Rivers, and to report plan for the protection of their basins from flood waters of the Mississippi River.
Mr. Ransdell; Committee on Commerce, 2828.—Reported back (S. Rept. 820), 3963.—Passed Senate, 3963.—Taken from Speaker's table and passed House, 4205.—Examined and signed, 4219, 4314.—Approved by the President [Public, No. 372], 4427, 4521.
- S. 5001—To authorize the Secretary of the Treasury to purchase bonds of farm-loan banks in order to stabilize the market for such bonds.
Mr. King; Committee on Banking and Currency, 2828.
- S. 5002—Granting pensions and increase of pensions to certain soldiers and sailors of the Civil War and certain widows and dependent relatives of such soldiers and sailors.
Mr. McCumber, from the Committee on Pensions (S. Rept. 770) as substitute for certain bills, 2825.—Re referred to Committee on Pensions, 3599.
- S. 5003—For the relief of Hilbert Edison and Ralph B. Walton.
Mr. McNary; Committee on Claims, 2892.
- S. 5004—To reimburse the depositors of the Freedman's Savings & Trust Co. for losses sustained by its failure, and for other purposes.
Mr. McNary; Committee on Claims, 2892.
- S. 5005—To establish a national conservatory of music for the education of pupils in music in all its branches, vocal and instrumental, and for other purposes.
Mr. Fletcher; Committee on Education and Labor, 2892.
- S. 5006—To amend section 29 of the act entitled "An act to amend an act entitled 'An act for making further and more effectual provision for the national defense, and for other purposes,' approved June 3, 1916, and to establish military justice," approved June 4, 1920.
Mr. Fletcher; Committee on Military Affairs, 2892.
- S. 5007—Amending subdivision B of section 250 of the revenue act of 1918.
Mr. Gore; Committee on Finance, 2892.
- S. 5008—For the relief of Rosen Bros.
Mr. Calder; Committee on Finance, 2892.
- S. 5009—To extend the provisions of the existing bounty-land laws to the officers and enlisted men and officers and men of the boat companies of the Florida Seminole war.
Mr. Trammell; Committee on Public Lands, 2962.
- S. 5010—Granting an increase of pension to John Hiet.
Mr. Capper; Committee on Pensions, 3110.
- S. 5011—Authorizing Ralph Navigation & Coal Co. to sue the United States to recover damages resulting from collisions.
Mr. Johnson of California; Committee on Claims, 3110.
- S. 5012—For the relief of the Standard American Dredging Co.
Mr. McCumber; Committee on Claims, 3170.
- S. 5013—To amend an act entitled "An act to define, regulate, and punish trading with the enemy, and for other purposes," approved Oct. 6, 1917, as amended.
Mr. King; Committee on the Judiciary, 3170.
- S. 5014—Granting an increase of pension to Helen F. Lasher.
Mr. Johnson of California; Committee on Pensions, 3293.
- S. 5015—Granting an increase of pension to Sarah Elizabeth Holton.
Mr. Johnson of California; Committee on Pensions, 3293.
- S. 5016—For the relief Anna Volker.
Mr. Gronna; Committee on Claims, 3293.
- S. 5017—Granting an increase of pension to James Mellor, Jr.
Mr. Smoot; Committee on Pensions, 3361.
- S. 5018—To amend the vocational rehabilitation act to exempt from taxation amounts heretofore or hereafter received thereunder as training pay and allowances.
Mr. Kenyon; Committee on Finance, 3362.
- S. 5019—To amend sections 2, 7, 9, 10, 11, 12, 13, and 32 of the Federal farm loan act, approved July 17, 1916, as amended, and to amend sections 2, 3, 4, 9, 11, 12, 13, 16, 17, 18, 19, 20, 21, 22, 23, and 24 of the United States warehouse act, approved Aug. 11, 1916, as amended.
Mr. Kenyon; Committee on Banking and Currency, 3362.
- S. 5020—To amend an act entitled "An act to provide for the termination of Federal control of railroads and systems of transportation; to provide for the settlement of disputes between carriers and their employees; to further amend an act entitled 'An act to regulate commerce,' approved Feb. 4, 1887, as amended, and for other purposes."
Mr. Kenyon; Committee on Interstate Commerce, 3362.
- S. 5021—For the relief of Fred V. Plomteaux.
Mr. Jones of New Mexico; Committee on Claims, 3362.
- S. 5022—Providing for and establishing scholarships in each of the States as a memorial to the American soldiers, sailors, and marines who gave their lives for their country, and as an expression of appreciation to the brave and loyal men who served in the military and naval forces of the United States in the late war.
Mr. Trammell; Committee on Education and Labor, 3362.
- S. 5023—To provide for the closing of Cedar Road between Quincy Street and Shepherd Street NW. in the District of Columbia.
Mr. Ball; Committee on the District of Columbia, 3362.—Reported back (S. Rept. 807), 3530.—Passed Senate, 3773.—Taken from Speaker's table and passed House, 4201.—Examined and signed, 4219, 4314.—Approved by the President [Public, No. 361], 4378.
- S. 5024—Granting an increase of pension to Izora B. McGill.
Mr. Myers; Committee on Pensions, 3362.
- S. 5025—Declaring Lake George, Yazoo County, Miss., to be a non-navigable stream.
Mr. Williams; Committee on Commerce, 3362.
- S. 5026—To promote the utilization and disposition of the waters of the Colorado River for irrigation and power uses, and for other purposes.
Mr. Pittman; Committee on Public Lands, 3441.
- S. 5027—For the relief of E. O. Brown.
Mr. Smoot; Committee on Public Lands, 3441.
- S. 5028—For the relief of Thomas A. Price.
Mr. Wadsworth; Committee on Military Affairs, 3441.
- S. 5029—To amend an act entitled "An act to give indemnity for damages caused by American forces abroad," approved Apr. 18, 1918.
Mr. Wadsworth; Committee on Military Affairs, 3441.

- S. 5030—Authorizing the city of New Orleans, La., to extend Dauphine Street in said city across the United States military reservation known as the Jackson Barracks.
Mr. Ransdell; Committee on Military Affairs, 3530.—Reported back and passed Senate, 3691.—Taken from Speaker's table and passed House, 4201.—Examined and signed, 4219, 4314.—Approved by the President [Public, No. 373], 4427, 4521.
- S. 5031—For the relief of the heirs of Robert E. L. Rogers.
Mr. McKellar; Committee on Claims, 3656.
- S. 5032—For the construction of a bridge across Rock River at or near Shirland Avenue, in the city of Beloit, Wis.
Mr. Lenroot; Committee on Commerce, 3656.—Reported back (S. Rept. 819) and passed Senate, 3915.—Passed House, 4205.—Examined and signed, 4247, 4341.—Approved by the President [Public, No. 374], 4427, 4521.
- S. 5033—For the relief of settlers and town-site occupants of certain lands in the Pyramid Lake Indian Reservation, Nev.
Mr. Pittman; Committee on Indian Affairs, 3656.
- S. 5034—To authorize the Secretary of the Interior to convey title to certain lands in the State of Nevada.
Mr. Pittman; Committee on Indian Affairs, 3656.
- S. 5035—Authorizing the Director of the Census to collect and publish statistics of the production, consumption, and stocks of animal and vegetable fats and oils in addition to those now being collected and published on cotton seed and cottonseed products, authorized by the act of Aug. 7, 1916.
Mr. Sutherland; Committee on the Census, 3724.
- S. 5036—To transfer officers of the Coast Guard to the regular line of the Navy.
Mr. Townsend; Committee on Naval Affairs, 3725.
- S. 5037—To enlarge, extend, remodel, etc., public building at Dover, Del.
Mr. Wolcott; Committee on Public Buildings and Grounds, 3835.
- S. 5038—To amend and reenact subdivision (a) of section 209 of the transportation act, 1920.
Mr. Smith of Maryland; Committee on Interstate Commerce, 3835.
- S. 5039—To protect persons in the exercise of certain privileges and immunities guaranteed and secured by the Constitution of the United States.
Mr. Borah; Committee on the Judiciary, 3915.
- S. 5040—To amend section 13 of the river and harbor act of Mar. 3, 1899.
Mr. Frelinghuysen; Committee on Commerce, 3916.
- S. 5041—To amend section 206 (c) of an act entitled "An act to provide for the termination of Federal control of railroads and systems of transportation; to provide for the settlement of disputes between carriers and their employees; to further amend an act entitled 'An act to regulate commerce,' approved Feb. 4, 1887, as amended, and for other purposes," approved Feb. 28, 1920.
Mr. Fletcher; Committee on Interstate Commerce, 4023.
- S. 5042—To require judges appointed under authority of the United States to devote their entire time to the duties of a judge.
Mr. Dial; Committee on the Judiciary, 4023.—Reported with amendment (S. Rept. 826), 4223.
- S. 5043—To aid in the reclamation of lands in the bed of Winnemucca Lake, in the State of Nevada.
Mr. Pittman; Committee on Public Lands, 4023.
- S. 5044—Granting the consent of Congress for the construction of a bridge across the Savannah River near Halleys Ferry, and between the counties of Anderson, S. C., and Hart, Ga.
Mr. Smith of South Carolina; Committee on Commerce, 4023.—Reported back (S. Rept. 827), 4246.—Passed Senate, 4247.—Referred to House Committee on Interstate and Foreign Commerce, 4543.
- S. 5045—To amend section 1 of the act to regulate commerce, approved Feb. 4, 1887, as amended.
Mr. Calder; Committee on Interstate Commerce, 4219.
- S. 5046—To tax the privilege of dealing on exchanges, boards of trade, and similar places in contracts of sale or purchase of grain for future delivery, and for other purposes.
Mr. Gronna; Committee on Agriculture and Forestry, 4246.
- S. 5047—To provide for the relief of certain employees of the Government who have become eligible for retirement under the provisions of the retirement act of May 22, 1920, and have thereafter been continued in the service or reemployed therein.
Mr. McKellar; Committee on Civil Service and Retrenchment, 4246.
- S. 5048—To survey the Yazoo River, Miss., with a view to the control of its floods.
Mr. Harrison; Committee on Commerce, 4246.—Reported back, 4524.—Passed Senate, 4524.—Referred to House Committee on Flood Control, 4543.
- S. 5049—Giving preference in appointments under the civil service laws to those persons having had military or naval service in any of the wars of the United States.
Mr. McCumber; Committee on Civil Service and Retrenchment, 4374.
- S. 5050—For the examination and survey for irrigation works for the storage and diversion and development of waters on the watershed of the Truckee River.
Mr. Pittman; Committee on Irrigation and Reclamation of Arid Lands, 4406.
- S. 5051—To aid in the reclamation of certain lands in portions of the bed of Virgin River, in the State of Nevada.
Mr. Pittman; Committee on Public Lands, 4406.
- S. 5052—To aid in the reclamation of lands in the bed of Carson Lake, in the State of Nevada.
Mr. Pittman; Committee on Public Lands, 4406.

SENATE JOINT RESOLUTIONS. 146-221

- S. J. Res. 146—Directing the Secretary of the Treasury to furnish the Senate certain detailed information secured from income and profits tax returns of taxable year 1918.
Mr. Harris; reported back (H. Rept. 1267), 2284.
- S. J. Res. 161—To exempt the New York State barge canal from the provisions of section 201 of the transportation act, 1920, and for other purposes.
Mr. Wadsworth; reported with amendments (H. Rept. 1275), 2401.—Amended and passed House, 3576.—Senate concurs in House amendment, 3656.—Examined and signed, 3815, 3833.—Approved by the President [Public resolution No. 62], 4023.
- S. J. Res. 172—Authorizing and directing the Secretary of War to sell a certain parcel of land known as Fort Jackson, at New Deptford, on the Savannah River, Ga.
Mr. Smith of Georgia; reported with amendment (S. Rept. 665), 149.—Passed Senate, 411.—Referred to House Committee on Military Affairs, 494.
- S. J. Res. 186—To extend the authority of the county of Luzerne, State of Pennsylvania, to construct a bridge across the North Branch of the Susquehanna River from the city of Wilkes-Barre, County of Luzerne, Pa., to the borough of Dorrance-ton, County of Luzerne, Pa.
Mr. Penrose; reported with amendment (H. Rept. 1181), 1292.—Amended and passed House, 2758.—Senate concurs in House amendment, 2763.—Examined and signed, 2960, 2961.—Approved by the President [Public resolution, No. 60], 3177.
- S. J. Res. 191—To create a joint committee on the reorganization of the administrative branch of the Government.
Mr. Smoot; Committee on the Judiciary discharged, 341.—Debated, 341.—Passed House, 352.—Examined and signed, 447, 450.—Becomes law without President's signature [Public resolution, No. 54]. (Omitted in Record.)
- S. J. Res. 203—Authorizing the Secretary of War, in his discretion, to turn over to the county commissioners of Dickinson County, Kans., suitable pontoon equipment for temporary use across the Smoky Hill River at Chapman, Kans.
Mr. Curtis; indefinitely postponed, 2001.
- S. J. Res. 211—Requesting the President to negotiate a treaty or treaties for the protection of salmon in certain parts of the Pacific Ocean.
Mr. McNary; Committee on Foreign Relations, 28.
- S. J. Res. 212—Directing the War Finance Corporation to take certain action for the relief of the present depression in the agricultural sections of the country, and for other purposes.
Mr. Gronna, from Committee on Agriculture, 18.—Debated, 157, 206, 253, 4706, 4743.—Amended and passed Senate, 282.—Referred to House Committee on Banking and Currency, 356.—Reported with amendment (H. Rept. 1131), 495.—Debated, 524, 4560, 4561.—Amended and passed House, 543.—Senate concurs in House amendments, 549.—Examined and signed, 668, 673.—Vetoed by President (S. Doc. 350), 876.—Passed Senate over President's veto, 878.—Passed House over President's veto [Public, No. 55], 948.
- S. J. Res. 213—To suspend the requirements of annual assessment work on mining claims during the year 1920.
Mr. Nelson; Committee on Public Lands, 28.
- S. J. Res. 214—Providing for the indexing of the Congressional Record by the superintendent of documents of the Government Printing Office.
Mr. Smoot; Committee on Printing, 28.
- S. J. Res. 215—To suspend the requirements of annual assessment work on certain mining claims during the year 1920.
Mr. Smith of Arizona; Committee on Mines and Mining, 28.
- S. J. Res. 216—To suspend the requirements of annual assessment work on mining claims during the year 1920.
Mr. King; Committee on Mines and Mining, 28.
- S. J. Res. 217—Providing that certain records of the United States Food Administration be delivered to the Department of Agriculture.
Mr. Cummins; Committee on Agriculture and Forestry, 28.
- S. J. Res. 218—Requesting the United States Tariff Commission to investigate the subject of tariff duties on importations of farm products from foreign countries, including the subject of reciprocity with Canada and other countries, and to submit a report to Congress.
Mr. Kellogg; Committee on Finance, 28.
- S. J. Res. 219—Extending certain provisions contained in the Federal revenue act of 1918.
Mr. Overman; Committee on Finance, 43.
- S. J. Res. 220—To create a joint commission for the reorganization of the executive departments.
Mr. King; Committee on Appropriations, 43.
- S. J. Res. 221—Instructing the Secretary of the Treasury as to settlement of war loans.
Mr. McKellar; Committee on Finance, 149.—Report from the Secretary of the Treasury, 698.

- S. J. Res. 222—Relating to the use of net earnings derived by the United States from the Federal reserve banks in the years 1921 and 1922, being the earnings accrued and accruing during the years 1920 and 1921.
Mr. Sterling; Committee on Banking and Currency, 203.
- S. J. Res. 223—Authorizing the Secretary of the Treasury to enter into an agreement to lease, or to execute lease for hospitals acquired or to be constructed by the State of New York or other States of the United States of America for the care and treatment of beneficiaries of the Bureau of War Risk Insurance.
Mr. Wadsworth; Committee on Appropriations, 310.
- S. J. Res. 224—Authorizing the President to invite foreign nations to take part in the Atlantic-Pacific Highways and Electrical Exposition at Portland, Oreg., in 1925.
Mr. Chamberlain; Committee on Foreign Relations, 310.
- S. J. Res. 225—Authorizing the President of the United States to advise the Governments of Great Britain and Japan that the Government of the United States is ready to take up with them the question of disarmament, etc.
Mr. Borah; Committee on Foreign Relations, 310.—Reported with amendments (S. Rept. 709), 1727.—Debated, 3753.
- S. J. Res. 226—Authorizing the erection on public grounds in the city of Washington, D. C., of a memorial to the dead of the First Division, American Expeditionary Forces, in the World War.
Mr. Wadsworth; Committee on the Library, 360.—Reported back, 3373.—Passed Senate, 3374.—Referred to House Committee on Public Buildings and Grounds, 3488.
- S. J. Res. 227—Extending the time within which the special joint committee appointed to investigate the advisability of establishing certain naval, aviation, and submarine bases in the United States is required to make its report to Congress.
Mr. Ball; reported from Committee on Naval Affairs, 449.—Passed Senate, 449.—Taken from Speaker's table, passed House, 581.—Examined and signed, 888, 927.—Approved by the President [Public resolution No. 56], 1184.
- S. J. Res. 228—Proposing an amendment to the Constitution of the United States.
Mr. Ashurst; Committee on the Judiciary, 682.
- S. J. Res. 229—Authorizing the Secretary of War to investigate the claims of private parties to the Mariveles quarry within the limits of a United States military reservation in the Philippine Islands, and to permit the working thereof by the persons entitled thereto, provided military necessities permit.
Mr. Warren; Committee on Military Affairs, 682.—Reported with amendments (S. Rept. 757), 2625.—Amended and passed Senate, 3765.—Referred to House Committee on Military Affairs, 3895.
- S. J. Res. 230—To use alien property funds until same shall be distributed according to law.
Mr. Dial; Committee on Finance, 682.
- S. J. Res. 231—To extend the time for filing applications for relief under the river and harbor act approved Mar. 2, 1919.
Mr. McCumber; Committee on Commerce, 735.
- S. J. Res. 232—Permitting Chinese to register under certain provisions and conditions.
Mr. Wadsworth; Committee on Immigration, 736.—Reported back, 4245.
- S. J. Res. 233—Giving consent of the Congress of the United States to the States of North Dakota, South Dakota, Minnesota, Wisconsin, Iowa, and Nebraska, or any two or more of said States, to agree upon the jurisdiction to be exercised by said States over boundary waters between any two or more of said States.
Mr. Sterling; Committee on the Judiciary, 808.—Reported back (S. Rept. 734), 2298.—Passed Senate, 3761.—Referred to House Committee on the Judiciary, 3895.—Reported back (H. Rept. 1376), 4009.—Passed House, 4485.—Examined and signed, 4520, 4523.—Approved by the President [Public resolution No. 68], 4531.
- S. J. Res. 234—Authorizing transportation for dependents of Army field clerks and field clerks Quartermaster Corps.
Mr. Wadsworth; Committee on Military Affairs, 736.
- S. J. Res. 235—Prohibiting the Commissioners of the District of Columbia from obstructing the parks, reservations, streets, avenues, and sidewalks in said District, and for other purposes.
Mr. Nelson; Committee on the District of Columbia, 919.
- S. J. Res. 236—Directing the Secretary of War to cease enlisting men in the Regular Army of the United States until the number of enlisted men shall not exceed 175,000.
Mr. New; Committee on Military Affairs, 919.—Reported with amendments (H. Rept. 676), 1086.—Debated, 1186, 1347, 1416.—Amended and passed Senate, 1417.—Reconsidered, 1494.—Debated, 1495.—Amendments made as in Committee of the Whole nonconcurrent in, 1513.—Amended and passed Senate, 1513.—Referred to House Committee on Military Affairs, 1912.
- S. J. Res. 237—To enable the Secretary of the Senate and the Clerk of the House of Representatives to pay the necessary expenses of the inaugural ceremonies of the President of the United States on Mar. 4, 1921.
Mr. Knox; placed on the calendar, 919.—Debated, 919, 975.—Passed Senate, 975.—Referred to House Committee on Appropriations, 1109, 1120.—Reported back (H. Rept. 1178), 1236.—Debated, 1213.—Passed House, 1218.—Examined and signed, 1291, 1293.—Approved by the President [Public resolution No. 57], 1341.
- S. J. Res. 238—Authorizing the President to require the United States Sugar Equalization Board to take over and dispose of 13,902 tons of sugar imported from the Argentine Republic.
Mr. Wadsworth; Committee on Agriculture and Forestry, 975.—Reported back (S. Rept. 725), 2103.—Debated, passed Senate, 3758.—Referred to House Committee on Agriculture, 4543.
- S. J. Res. 239—Prohibiting the Commissioners of the District of Columbia from obstructing the parks, reservations, streets, avenues, and sidewalks in said District, and for other purposes.
Mr. Phipps; Committee on the District of Columbia, 1020.
- S. J. Res. 240—Authorizing the Secretary of the Navy to receive for instruction at the United States Naval Academy, at Annapolis, Prince George d'Obolesky, a subject of Russia.
Mr. France; Committee on Naval Affairs, 1136.
- S. J. Res. 241—To provide for the maintenance of public order and the protection of life and property, authorizing the granting of permits to the committee on inaugural ceremonies, on the occasion of the inauguration of the President elect on Mar. 4, 1921, etc.
Mr. New; Committee on the District of Columbia, 1136.
- S. J. Res. 242—Restraining all further steps looking to allotment of lands within the Bad River Indian Reservation in the State of Wisconsin until further revision of the tribal roll.
Mr. La Follette; Committee on Indian Affairs, 1136.
- S. J. Res. 243—Restraining all further steps looking to allotment of lands or any further disposition of tribal property within the Lac du Flambeau Reservation in the State of Wisconsin until further revision of the tribal roll.
Mr. La Follette; Committee on Indian Affairs, 1184.
- S. J. Res. 244—Providing for the payment of expenses of conveying votes of electors for President and Vice President.
Mr. Warren; reported, considered by unanimous consent, read the third time, and passed, 1238.—Debated and passed House, 1315.—Examined and signed, 1392, 1394.—Approved by the President [Public resolution, No. 58], 1490.
- S. J. Res. 245—Prohibiting the exercise, without the consent of Congress, of the authority conferred upon the Secretary of the Treasury relative to obligations of foreign Governments acquired by the United States.
Mr. Walsh of Massachusetts; Committee on Foreign Relations, 1294.—Reported back, 2406.
- S. J. Res. 246—Relative to deferring sanction of the United States Government to any binding agreement concerning foreign loans to Great Britain.
Mr. La Follette; Committee on Finance, 1341.
- S. J. Res. 247—Proposing an amendment to the Constitution of the United States.
Mr. Gore; Committee on the Judiciary, 1698.
- S. J. Res. 248—Relieving and discharging from the fine imposed by law and authorizing the payment of messengers appointed by the electors of certain States to deliver the electoral vote of such States for President and Vice President.
Mr. Smoot; read twice and, by unanimous consent, considered, read the third time, and passed, 2047; referred to House Committee on Election of President and Vice President, and Representatives in Congress, 2129.—Reported back (H. Rept. 1260), 2179.—Debated, amended, and passed House, 4355.—Senate concurs in House amendment, 4366.—Examined and signed, 4429.—Approved by the President [Public resolution, No. 69], 4531.
- S. J. Res. 249—Authorizing the retirement as warrant officers of certain Army field clerks and field clerks Quartermaster Corps.
Mr. Wadsworth; Committee on Military Affairs, 2298.
- S. J. Res. 250—To grant American citizenship to John George Waller, Mr. Smith of Maryland; Committee on Immigration, 2364.
- S. J. Res. 251—To authorize payment to members of the Army and Navy who were employed as enumerators during the Fourteenth Decennial Census to take the census of persons in the Army and Navy.
Mr. Sutherland; Committee on the Census, 2364.—Reported back, 3033.—Debated and passed Senate, 3770.—Taken from the Speaker's table, debated and passed House, 4347.—Examined and signed, 4366, 4466.—Approved by the President [Public resolution No. 65], 4427, 4521.
- S. J. Res. 252—Authorizing use of Library of Congress by members and secretary of the Federal Trade Commission.
Mr. Harris; Committee on the Library, 2406.
- S. J. Res. 253—Suggesting that American supplies be purchased, as far as practicable, with American funds contributed for foreign relief.
Mr. Phelan; Committee on Foreign Relations, 2763.
- S. J. Res. 254—For the bestowal of the congressional medal of honor upon the unknown, unidentified British and French soldiers buried in Westminster Abbey, London, England, and the Arc de Triomphe, Paris, France.
Mr. Elkins; Committee on Military Affairs, 2828.
- S. J. Res. 255—Admitting Emil S. Fischer to the rights and privileges of a citizen of the United States.
Mr. Calder; Committee on Immigration, 2828.—Reported back, 4246.—Passed Senate, 4409.—Referred to House Committee on Immigration, 4543.
- S. J. Res. 256—Authorizing the President of the United States to undertake negotiations for the purchase of the territories in east, southwest, and west Africa, and in Oceania over which Germany exercised sovereignty prior to the war; to undertake negotiations with a view to acquiring by purchase or otherwise the cables surrendered under article 244, Annex VII, of the treaty of peace with Germany; to enter upon the negotiation with the allied and associated powers looking to the development of the human and natural resources of Africa; to urge the fixing by the allied and associated powers of a just and reasonable indemnity to be paid by Germany to said powers and to negotiate for the settlement of the principal sums and interest that represent the debts now owing by the said allied and associated powers to the United States, and for other purposes.
Mr. France; Committee on Foreign Relations, 2892.
- S. J. Res. 257—Providing for a survey of the Suwannee River from Ellaville, Fla., to the Gulf.
Mr. Trammell; Committee on Commerce, 2962.

SENATE JOINT RESOLUTIONS.

258-264

- S. J. Res. 258—Providing for a survey of East Pass between the Gulf of Mexico and Choctawhatchee Bay, State of Florida.
Mr. Trammell; Committee on Commerce, 2962.
- S. J. Res. 259—Directing the Secretary of the Navy to turn over certain obsolete seacraft to the Air Service of the Army and directing the Chief of Air Service of the Army to conduct extensive tests on same to further the study and development of aerial attack on seacraft.
Mr. New; Committee on Naval Affairs, 3033.
- S. J. Res. 260—For the relief of the famine-stricken people of China.
Mr. Kenyon; Committee on Appropriations, 3293.—Reported with amendment, 3724.—Debated, amended, and passed Senate, 3832.—Referred to House Committee on Appropriations, 3964.

- S. J. Res. 261—Repealing section 10 of the river and harbor act approved Mar. 2, 1919.
Mr. Smoot; Committee on Commerce, 3362.
- S. J. Res. 262—Authorizing the preservation of noteworthy motion-picture films and graphophone, phonograph, and talking-machine records.
Mr. Phelan; Committee on Education and Labor, 3725.
- S. J. Res. 263—Authorizing the Secretary of the Treasury to designate depositories of public moneys in foreign countries and in the Territories and insular possessions of the United States.
Mr. McLean; Committee on Banking and Currency, 4023.
- S. J. Res. 264—To authorize renewal of loans on agricultural paper.
Mr. Smith of South Carolina; read the first time, 4062.—Debated, 4065.

SENATE CONCURRENT RESOLUTIONS. 31-40

- S. Con. Res. 31—To amend the Code of the District of Columbia relating to the compensation to be received by the deputy United States marshals in and for the District of Columbia.
Mr. Ball; Committee on the District of Columbia, 28.
- S. Con. Res. 32—Providing for a joint committee to investigate the various agencies of the Government, and for other purposes.
Mr. Jones of Washington; Committee on Appropriations, 28.
- S. Con. Res. 33—Expressing it to be the sense of the Senate and the House of Representatives that such an emergency exists as to require the War Finance Corporation to make advances for assisting the sale to foreign purchasers of domestic products.
Mr. Calder; Committee on Finance, 29.
- S. Con. Res. 34—Appointing a joint committee to make necessary arrangements for the inauguration of the President elect of the United States on the 4th day of March next.
Mr. Knox; considered and agreed to, 44.—Adopted in House, 285.—Committee appointed in House, 304.—Committee appointed in Senate, 308.
- S. Con. Res. 35—Officially indorsing the relief work of the European Relief Council and calling upon the people of the United States to contribute to its humanitarian activities.
Mr. Sutherland; Committee on Foreign Relations, 809.—Reported with amendments (S. Rept. 708), 1727.—Amended and agreed to, 3753.—Referred to House Committee on Foreign Affairs, 4008.

- S. Con. Res. 36—Directing the Secretary of the Senate to transmit to the President a duplicate copy of the enrolled joint resolution (S. J. Res. 191) to create a joint committee on the reorganization of the administrative branch of the Government.
Mr. Wadsworth; considered and agreed to, 1086.—Taken from Speaker's table, considered, and agreed to, 1218.
- S. Con. Res. 37—Forbidding further appropriations to meet the expenses of the inauguration of the President-elect Mar. 4, 1921, and the vacation of public buildings or other interruption of public business, etc.
Mr. Borah; considered and ordered to lie over under the rule, 1184.
- S. Con. Res. 38—Directing the method of counting the electoral votes for President and Vice President of the United States and declaring the result.
Mr. Dillingham; considered and agreed to, 1184.—Taken from Speaker's table, considered, and agreed to, 1329.
- S. Con. Res. 39—Authorizing the acceptance of marble busts of Susan B. Anthony, Lucretia Mott, and Elizabeth Cady Stanton.
Mr. Curtis; Joint Committee on the Library, 2104.
- S. Con. Res. 40—Requesting suspension of speculative short sales.
Mr. Smith of South Carolina; ordered to lie on the table, 4246.

SENATE RESOLUTIONS.

350-404

- S. Res. 350—Authorizing the appointment of a committee to inquire into the general building situation and to report to the Senate before Dec. 1, 1920, such measures as may be deemed necessary to stimulate and foster the development of construction work in all its forms.
Mr. Calder; preliminary report submitted (S. Rept. 666), 309.
- S. Res. 357—Instructing the Committee on Privileges and Elections or any subcommittee thereof to investigate the campaign expenses of various presidential candidates in both parties, and authorizing said committee or any subcommittee thereof to hold hearings, to employ a stenographer, to require the attendance of witnesses and the production of papers, documents, etc., and prescribing penalties for the refusal of witnesses to attend or answer questions.
Mr. Borah; report submitted (S. Rept. 823), 4122.
- S. Res. 377—Referring to the Court of Claims the bill (S. 2665) for the relief of Prof. William H. H. Hart, principal of the Hart Farm School and Junior Republic for Dependent Children.
Mr. Spencer; considered and agreed to, 1998.
- S. Res. 388—Informing the House of Representatives that a quorum of the Senate is assembled.
Mr. Lodge; considered and agreed to, 4.
- S. Res. 389—Appointing a committee to join a committee of the House of Representatives to notify the President that a quorum of each House is assembled and ready to receive communications.
Mr. Lodge; considered and agreed to, 4.
- S. Res. 390—Fixing the hour of daily meeting of the Senate.
Mr. Lodge; considered and agreed to, 4.
- S. Res. 391—Authorizing the Sergeant at Arms to employ five additional pages during the third session of the Sixty-sixth Congress.
Mr. Lodge; Committee to Audit and Control the Contingent Expenses of the Senate, 28.—Reported back and agreed to, 43.
- S. Res. 392—Amending Senate resolution agreed to Apr. 17, 1920, authorizing the appointment of a committee to inquire into the general building situation.
Mr. Calder; Committee to Audit and Control the Contingent Expenses of the Senate, 29.—Reported back (S. Rept. 666), 309.—Considered, amended, and agreed to, 412.
- S. Res. 393—Appointing a special committee to consider measures for reorganizing the executive departments and the creation of a department of public works and a department of public welfare.
Mr. McCormick; Committee on Rules, 28.
- S. Res. 394—Directing the Secretary of Labor to report the particulars as to expenditure of certain appropriations for the enforcement of immigration laws and laws against alien anarchists and deportation of aliens.
Mr. King; Committee on Immigration, 28.

- S. Res. 395—Requesting the Secretary of State to transmit to the Senate such information as he may possess in the matter of the imprisonment of Don Manuel Estrada Cabrera.
Mr. Moses; Committee on Foreign Relations, 43.—Reported back, 1294.—Considered and agreed to, 1294.—Report submitted, 1824.
- S. Res. 396—In memory of and paying tribute to the high character and distinguished public services of the Hon. John H. Bankhead, late a Senator from the State of Alabama.
Mr. Underwood, and agreed to, 112.
- S. Res. 397—To print the manuscript entitled "Report of Daughters of American Revolution for year ended Mar. 1, 1919," with illustrations, as a Senate document.
Mr. Moses, and agreed to, 202.
- S. Res. 398—Requesting the President to signify to the council of the League of Nations the desire of the United States to cooperate with it in the formation of a plan for the reduction of armaments, and to accept its invitation to designate a representative to that end.
Mr. Walsh of Montana; Committee on Foreign Relations, 205.
- S. Res. 399—Directing the Secretary of the Senate to pay to the next of kin of George H. Boyd, late superintendent of the Senate document room, a sum equal to one year's salary.
Mr. Lodge; Committee to Audit and Control the Contingent Expenses of the Senate, 253.
- S. Res. 400—To amend the Standing Rules of the Senate so that all general appropriation bills are referred to the Committee on Appropriations.
Mr. Curtis; Committee on Rules, 253.
- S. Res. 401—Directing the Secretary of the Senate to pay to Lillie K. Titlow, widow of Samuel C. Titlow, late a policeman in the Capitol, a sum equal to six months' pay.
Mr. Lodge; Committee to Audit and Control the Contingent Expenses of the Senate, 253.—Reported back and agreed to, 681.
- S. Res. 402—Directing the Secretary of the Senate to pay to Zelda R. Fore, widow of James L. Fore, late a policeman in the Capitol under the Sergeant at Arms, a sum equal to six months' pay.
Mr. Lodge; Committee to Audit and Control the Contingent Expenses of the Senate, 253.—Reported with amendment and agreed to, 681.
- S. Res. 403—Directing the Secretary of the Senate to pay to Mary Neal, widow of Thomas Neal, late a laborer in charge of private passage in the Capitol, a sum equal to six months' pay.
Mr. Lodge; Committee to Audit and Control the Contingent Expenses of the Senate, 253.—Reported back and agreed to, 681.
- S. Res. 404—Directing the Secretary of the Senate to pay to Caroline B. Gaston, widow of Alanson D. Gaston, late a messenger in the Capitol under the the Sergeant at Arms, a sum equal to six months' pay.
Mr. Lodge; Committee to Audit and Control the Contingent Expenses of the Senate, 253.—Reported back and agreed to, 681.

- S. Res. 405—Authorizing and directing the Secretary of the Senate to appoint William Grant Lluallien superintendent of the Senate document room.
Mr. New; Committee to Audit and Control the Contingent Expenses of the Senate, 253.—Reported back and agreed to, 404.
- S. Res. 406—To print a paper entitled "The Dade Massacre" as a public document.
Mr. Fletcher; Committee on Printing, 310.
- S. Res. 407—To print the manuscript entitled "Proceedings of twenty-second meeting of the convention of American instructors of the deaf, held at Mount Airy, Philadelphia, June 28 to July 3, 1920."
Mr. Pomerene; Committee on Printing, 497.
- S. Res. 408—Expressing it to be the sense of the Senate that the Government of the United States do not recognize the present soviet socialist dictatorship in Russia as either a de facto or de jure government.
Mr. King; Committee on Foreign Relations, 568.
- S. Res. 409—Directing the Secretary of War to advise the Senate what steps have been taken or are being taken to lease any of the docks, piers, warehouses, or other facilities constructed or acquired by the Government during the war, and for other purposes.
Mr. Jones of Washington, and agreed to, 684.
- S. Res. 410—Requesting the Secretary of War to inform the Senate as to the credits which have been granted by the War Department to the Government of Poland.
Mr. Smoot, and agreed to, 684.
- S. Res. 411—Instructing the Committee on Rules to prepare a new edition of the Senate Manual.
Mr. Knox; considered and agreed to, 736.
- S. Res. 412—Directing the Interstate Commerce Commission to report to the Senate forthwith the increased cost of railroad fuel to the railroads for the current year over the cost of the same for the year 1919, etc.
Mr. Nelson; considered and agreed to, 736.
- S. Res. 413—Instructing the United States Shipping Board to submit a concise report on moneys appropriated from Sept. 1, 1916, to Nov. 30, 1920, on profits, capital, number, and description of vessels, system of accounting, contracts of operation, number of employees, etc.
Mr. Edge; considered and agreed to, 742.
- S. Res. 414—Authorizing the Senate Committee on Patents to hold hearings and to sit during the sessions or recess of the Senate during the Sixty-sixth Congress.
Mr. Norris; Committee to Audit and Control the Contingent Expenses of the Senate, 809.—Reported back, considered, and agreed to, 979.
- S. Res. 415—Requesting the Secretary of State to transmit to the Senate a statement of all claims filed with the State Department by American citizens against the German Government.
Mr. King; considered and agreed to, 809.
- S. Res. 416—Requesting the Secretary of State to obtain through consular and other official representatives of the United States in foreign lands information as to the actual needs of the women and children therein.
Mr. Edge; considered and agreed to, 872.—Report submitted, 1341.
- S. Res. 417—Directing the Secretary of the Treasury to furnish the Senate information as to the use of the funds of the United States in aid of the so-called Kerensky Government of Russia.
Mr. Norris; ordered to lie over under the rule, 873.—Considered and agreed to, 947.
- S. Res. 418—Requiring that all further enlistments or recruiting of men for any and all branches of military service in the United States shall be discontinued.
Mr. Dial; ordered to lie over under the rule, 919.
- S. Res. 419—Declaring it to be the sense of the Senate that the treaty of Versailles with Germany be ratified with certain provisions excepted.
Mr. King; Committee on Foreign Relations, 975.
- S. Res. 420—Directing the Committee on the District of Columbia to investigate the charges to be made by the hotels of the city of Washington during the inauguration of the President elect.
Mr. Sherman; Committee on the District of Columbia, 1185.
- S. Res. 421—Directing the United States Shipping Board to furnish the Senate information as to the allocation agreements between the United States Shipping Board and the United States Steamship Co. permitting reconditioning of enemy-owned ships.
Mr. Calder; considered and agreed to, 1185.
- S. Res. 422—Directing the Secretary of State and the Secretary of the Treasury to transmit to the Senate copies of official correspondence and documents in regard to negotiations for the payment of interest on obligations of foreign Governments to the United States, etc.
Mr. Walsh of Massachusetts; Committee on Foreign Relations, 1294.—Reported back, 2405.
- S. Res. 423—Requesting the Secretary of State to inform the Senate as to discriminations practiced against citizens of the United States in foreign countries in the matter of mining for petroleum.
Mr. Phelan; ordered to lie over under the rule, 1491.
- S. Res. 424—Directing the Committee on Post Offices and Post Roads to ascertain from the Postmaster General the names of former service men submitted to the Senate for confirmation as postmasters and to report such names to the Senate.
Mr. Fletcher; ordered to lie over under the rule, 1492.—Considered and referred to Committee on Post Offices and Post Roads, 1544.
- S. Res. 425—Directing the Secretary of the Treasury to furnish the Senate information as to the number of claims for refund, abatement, or credit against assessment of income, surtax, excess, or war profits taxes for the years 1917, 1918, and 1919, etc.
Mr. Smoot; considered and agreed to, 1543.
- S. Res. 426—Directing the Secretary of War to report to the Senate the description and quantity of quartermaster stores and material of a nonmilitary character under control of the War Department at the armistice and subsequent disposition of the same.
Mr. King; Committee on Military Affairs, 1544.—Reported back, considered, and agreed to, 1824.
- S. Res. 427—Authorizing the Committee on Foreign Relations to investigate the sending of United States soldiers to and the condition of citizens of the United States in Siberia.
Mr. Johnson of California; Committee on Foreign Relations, 1544.—Reported back, 2405.
- S. Res. 428—Authorizing the Committee on Foreign Relations to investigate the participation of Americans, civilians, or members of the Military or Naval Establishments in the governmental affairs of Haiti and Santo Domingo.
Mr. Johnson of California; Committee on Foreign Relations, 1658.—Reported with amendment, 2406.
- S. Res. 429—Directing the Secretary of the Interior to furnish the Senate information, if available, as to proceedings had under an act of Congress approved Mar. 2, 1919, to adjust certain claims for mining operations to assist in the conduct of the war, together with the opinion of the Attorney General therein.
Mr. Robinson; considered and agreed to, 1675.
- S. Res. 430—Electing the Rev. J. J. Muir, D. D., Chaplain of the Senate.
Mr. Lodge; considered and agreed to, 1720.
- S. Res. 431—Relative to the death of the Hon. Charles F. Booher, late a Representative from the State of Missouri.
Mr. Reed; considered and agreed to, 1829.
- S. Res. 432—Directing the Secretary of War to furnish information in regard to the appointment of a chief of the Militia Bureau.
Mr. Capper; ordered to lie over under the rule, 1995.—Considered and referred to Committee on Military Affairs, 2047.
- S. Res. 433—Directing the Committee on Naval Affairs to report to the Senate as to the policy of suspending the present naval-building program for six months, to the end that investigation may be had as to what constitutes a modern fighting navy.
Mr. Borah; considered and agreed to, 1996.
- S. Res. 434—Directing the Postmaster General to send to the Senate the names of all former service men recommended by him to the President for appointment as postmasters and by the President sent to the Senate.
Mr. Fletcher; ordered to lie over under the rule, 1997.—Considered, modified, and agreed to, 2050.
- S. Res. 435—Directing the Secretary of Agriculture to report to the Senate the amounts of commercial potash, nitrogen, and phosphoric acid available for fertilizer purposes, comparative prices of the same, etc.
Mr. Fletcher; ordered to lie over under the rule, 1996.—Considered, modified, and agreed to, 2048.
- S. Res. 436—Directing the Federal Trade Commission to make inquiry as to price of print paper during the last year.
Mr. Harris; ordered to lie over under the rule, 2047.—Considered and referred to Committee on Printing, 2299.
- S. Res. 437—Directing the Secretary of the Interior to furnish to the Senate certain information regarding the Montauk Tribe of Indians.
Mr. Wadsworth; Committee on Indian Affairs, 2047.
- S. Res. 438—Requesting the President to inform the Senate what measures have been taken relating to claims of citizens of the United States against the British Government growing out of restraints on American commerce during the war, and to communicate copies of instructions and correspondence on the subject.
Mr. Lodge; ordered to lie over under the rule, 2104.—Considered by unanimous consent and agreed to, 2153.
- S. Res. 439—Requesting the President to take measures that the public works for which appropriations are available be expedited during the present diminished industrial activity.
Mr. Kenyon; ordered to lie over under the rule, 2154.
- S. Res. 440—Directing the Committee on Education and Labor to investigate the conditions of unrest in the coal fields of Logan, McDowell, Mercer, and Mingo Counties, W. Va.
Mr. Johnson of California; Committee to Audit and Control the Contingent Expenses of the Senate, 2693.
- S. Res. 441—Relative to the death of Hon. Fred L. Blackmon, late a Representative from the State of Alabama.
Mr. Underwood; considered and agreed to, 2796.
- S. Res. 442—Extending S. Res. 218, authorizing the Committee on Claims to employ an assistant clerk.
Mr. Spencer; Committee to Audit and Control the Contingent Expenses of the Senate, 2828.—Reported back, 4406.—And agreed to, 4406.
- S. Res. 443—Authorizing the Committee on Agriculture and Forestry during the Sixty-sixth Congress to make an investigation to ascertain the amount and grades of cotton and wheat now held in this country.
Mr. Smith of South Carolina; Committee to Audit and Control the Contingent Expenses of the Senate, 2898.—Reported back, 3034.—Considered, amended, and agreed to, 3294.
- S. Res. 444—Extending S. Res. 99, agreed to July 17, 1919, authorizing the employment of an assistant clerk by the Committee to Audit and Control the Contingent Expenses of the Senate.
Mr. Calder; Committee to Audit and Control the Contingent Expenses of the Senate, 2893, 2898.—Reported back, 4406.—And agreed to, 4406.
- S. Res. 445—Authorizing and directing the Sergeant at Arms of the Senate to place upon the roll of messengers the name of M. H. Bumphrey, under Senate resolution 72, July 14, 1911.
Mr. Smith of Arizona; Committee on Rules, 2962.—Reported back (S. Rept. 786), 3110.—Referred to Committee to Audit and Control the Contingent Expenses of the Senate, 3110.—Reported with amendment (S. Rept. 786), 4524.—Considered, amended, and as amended agreed to, 4524.

- S. Res. 446—Authorizing and directing the Secretary of the Senate to pay to H. M. Vermillion, Ella M. Nessmith, Viola Keppler, and Olga M. Hunter, son and daughters of A. R. Vermillion, late a policeman in the Capitol, six months' pay at the rate he was receiving at the time of his death.
Mr. Smith of Maryland; Committee to Audit and Control the Contingent Expenses of the Senate, 2962.—Reported back, 4129.—Considered and agreed to, 4129.
- S. Res. 447—Directing the Committee on Naval Affairs to investigate the case of former Capt. Edmund G. Chamberlain, United States Marine Corps.
Mr. Sheppard; Committee on Naval Affairs, 2962.
- S. Res. 448—Extending Senate resolution No. 225, agreed to Nov. 19, 1919, authorizing the Committee on Foreign Relations to employ an assistant clerk until the end of the Sixty-seventh Congress.
Mr. Lodge; Committee to Audit and Control the Contingent Expenses of the Senate, 3034.—Reported back, 4406.—And agreed to, 4406.
- S. Res. 449—Directing the Interstate Commerce Commission to furnish the Senate information as to traffic agreements between the eastern trunk line railroads and foreign flag steamship lines.
Mr. Fletcher; Committee on Commerce, 3110.
- S. Res. 450—To print as a public document the report of Maj. M. C. Tyler, Corps of Engineers, United States Army, on the investigation of the Great Falls water power to secure adequate water supply for the District of Columbia.
Mr. Norris; Committee on Printing, 3110.
- S. Res. 451—Directing the Committee on Interstate Commerce to investigate the present high freight rates on citrus fruits and other perishable farm products.
Mr. Trammell; ordered to lie over, 3172.
- S. Res. 452—To print as a public document the report of the Federal Water Power Commission on the development of hydroelectric power on the Potomac River.
Mr. Norris; Committee on Printing, 3290.—Reconsidered, 3737.—Reported with an amendment; considered, amended, and agreed to, 3737.
- S. Res. 453—Requesting the Secretary of State to send to the Senate information in regard to agreements for pooling the Cuban sugar crop of 1921.
Mr. Calder; considered and agreed to, 3295.
- S. Res. 454—Referring to the Court of Claims the bill (S. 564) to appropriate \$95,000 for the relief of Henry W. Cook, Arthur G. Cummer, and Waldo E. Cummer, trading as Cook-Cummer Steamship Co., copartnership, for the loss of schooner barges South West and North West.
Mr. Spencer; considered and agreed to, 3294.
- S. Res. 455—To print the manuscript entitled "Report of Fourth Annual Meeting of the National Association of Commissioners of Agriculture" as a Senate document.
Mr. Moses; considered and agreed to, 3362.
- S. Res. 456—To print the Report of Daughters of the American Revolution for the year ending Mar. 1, 1920, as a Senate document.
Mr. Moses; considered and agreed to, 3362.—Reconsidered, amended, and agreed to, 3737.
- S. Res. 457—Requesting the President to ascertain whether the Government of the United Kingdom of Great Britain is willing to discuss the cession to the United States of all or any part of its possessions in the West Indies.
Mr. Reed; ordered to lie on the table and to be printed, 3397.
- S. Res. 458—Requesting the Director General of Railroads to furnish the Senate certain information concerning conditions in railroad shops and yards, together with comparative costs of maintenance and equipment for certain periods.
Mr. La Follette; ordered to lie over, 3397.
- S. Res. 459—Directing the Interstate Commerce Commission to inform the Senate as to its investigation into the relative costs of repair and construction work in railroad shops and in the shops of railroad equipment companies.
Mr. La Follette; ordered to lie over, 3397.
- S. Res. 460—Requesting the President to transmit to the Senate such information as he may have relative to the Amory oil concession to certain British subjects in Costa Rica, and also as to the Pinto-Freulich concession, etc.
Mr. Borah; considered and agreed to, 3597.
- S. Res. 461—Directing the United States Shipping Board to immediately inform the Senate as to its policy on the reallocation and the sale of Government ships.
Mr. King; Committee on Commerce, 3725.
- S. Res. 462—To print the report of the Secretary of the Interior on leasing of irrigable Indian land on the Uintah Reservation in Utah as a Senate document.
Mr. Moses; considered and agreed to, 3737.
- S. Res. 463—Expressing it to be the sense of the Senate that there be no revision of the treaty of Sevres which will diminish the territories awarded to Greece or restrict the liberties of Christian people within the former Turkish Empire.
Mr. King; Committee on Foreign Relations, 3835.
- S. Res. 464—Directing the Attorney General to inform the Senate concerning the cancellation of the warrant of deportation issued against L. C. A. K. Martens, self-styled ambassador of the Russian soviet government.
Mr. Moses; amended, considered, and as amended agreed to, 3916.
- S. Res. 465—Directing the Secretary of the Senate to pay to Rose Smith Dudley, widow of Charles R. Dudley, late enrolling clerk of the Senate, a sum equal to six months' salary.
Mr. Phipps; Committee to Audit and Control the Contingent Expenses of the Senate, 3916.—Reported back, considered, and agreed to, 4129.
- S. Res. 466—Referring the claims of R. S. Howard & Co., of New York City, and others, to the Court of Claims.
Mr. Wadsworth; ordered to be placed on the calendar, 3915.
- S. Res. 467—Authorizing the Committee on Standards, Weights, and Measures during the Sixty-sixth Congress to hold hearings and to sit during the sessions or recesses of the Senate.
Mr. Reed; Committee to Audit and Control the Contingent Expenses of the Senate, 4023.—Reported back—agreed to, 4129.
- S. Res. 468—Authorizing the Committee on Public Lands to employ an assistant clerk during the Sixty-seventh Congress.
Mr. Smoot; Committee to Audit and Control the Contingent Expenses of the Senate, 4162.—Reported back and agreed to, 4406.
- S. Res. 469—Suspending the business of the Senate to enable tributes to be paid to the memory of the Hon. John L. Burnett and the Hon. Fred L. Blackmon, late Members of the House of Representatives from the State of Alabama.
Mr. Underwood; considered and agreed to, 4240.
- S. Res. 470—Suspending the business of the Senate to enable tribute to be paid to the memory of the Hon. William J. Browning, late a Representative from the State of New Jersey.
Mr. Frelinghuysen; considered and agreed to, 4242.
- S. Res. 471—Authorizing the Committee on the Judiciary to ascertain what commitments have been made or claimed to have been made by authority of acts of Congress granting the Secretary of the Treasury authority to accept obligations of foreign Governments for moneys, munitions, and supplies furnished by the United States.
Committee to Audit and Control the Contingent Expenses of the Senate, reported without amendment, considered, and agreed to, 4252.
- S. Res. 472—Expressing the sorrow of the Senate at the death of Hon. Champ Clark, late a Representative from the State of Missouri.
Mr. Reed; considered and agreed to, 4288.
- S. Res. 473—Authorizing the Secretary of the Senate to pay to Annie L. Martin, widow of Charles H. Martin, late clerk to Senator Overman, a sum equal to six months' salary.
Mr. Overman; Committee to Audit and Control the Contingent Expenses of the Senate; reported without amendment, considered, and agreed to, 4523.
- S. Res. 474—Requesting the Department of State to extend through foreign Governments an invitation to the press of the world to be represented by delegates at a congress to be held in Honolulu.
Mr. Spencer; considered, amended, and as amended agreed to, 4524.
- S. Res. 475—Appointing a committee to join a committee of the House of Representatives to inform the President of the United States that the two Houses having completed the business of the present session are ready to adjourn.
Mr. Lodge; considered and agreed to, 4531.

HOUSE BILLS.

7-567

- H. R. 7—To create a department of education, to authorize appropriations for the conduct of said department, to authorize the appropriation of money to encourage the States in the promotion and support of education, and for other purposes.
Mr. Towner; reported with amendments (H. Rept. 1201), 1539.
- H. R. 178—Authorizing an exchange of lands by A. A. Bruce, of La Veta, Colo.
Mr. Taylor of Colorado; debated, amended, and passed House, 770.—Referred to Senate Committee on Public Lands, 810.—Reported back (S. Rept. 728), 2182.—Passed Senate, 3473.—Examined and signed, 3564, 3595.—Presented to the President, 3963.—Approved [Public, No. 333], 4079.
- H. R. 397—To authorize a lieu selection by the State of South Dakota for 160 acres on Pine Ridge Indian Reservation, and for other purposes.
Mr. Gandy; passed House, 1516.—Referred to Senate Committee on Public Lands, 1544.—Reported back, 2182.—Passed Senate, 3760.—Examined and signed, 3833, 3872.—Presented to the President, 3964.—Approved [Public, No. 340], 4194.
- H. R. 517—Amending an act to provide for drainage of Indian allotments of the Five Civilized Tribes, approved Mar. 27, 1914 (38 Stat., 310, Public, No. 77).
Mr. McKeown; reported back (S. Rept. 682), 1340.—Debated, amended, and passed Senate, 2302.—House concurs in Senate amendments, 2511.—Examined and signed, 2685, 2693.—Presented to the President, 2797.—Vetoed (H. Rept. 1357), 3227.—Veto message referred to House Committee on Indian Affairs, 3227.—Reported back and passed over President's veto, 3791.—Veto message referred to Senate Committee on Indian Affairs, 3785.—Reported back (S. Rept. 825), 4173.—Passed over President's veto [Public, No. 355], 4222.
- H. R. 567—For the relief of John Chick.
Mr. Burroughs; passed House, 782.—Referred to Senate Committee on Military Affairs, 810.—Reported back (S. Rept. 714), 1855.—Passed Senate, 3756.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Private, No. 99], 4194.

- H. R. 644—For the relief of Oscar Smith.
Mr. Gandy; debated, 1997.—Passed Senate, 3789.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Private No. 108], 4474.
- H. R. 646—For the relief of Perry E. Borchers because of losses suffered, due to destruction of property and termination of contract for services because of smallpox, while in the employ of the Navy Department in Cuba.
Mr. Gard; reported back (S. Rept. 793), 3170.—Passed Senate, 3771.—Examined and signed, 3833, 3872.—Presented to the President, 3964.—Approved [Private, No. 95], 4079.
- H. R. 680—Granting a pension to Mercedes Slocum.
Mr. Hayden; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 740—For the relief of John W. Baggett.
Mr. Hawley; debated, amended, and passed House, 780.—Referred to Senate Committee on Military Affairs, 810.—Reported back (S. Rept. 729), 2182.
- H. R. 742—For the relief of J. W. La Bare.
Mr. Hawley; debated, amended, and passed House, 782.—Referred to Senate Committee on Military Affairs, 810.
- H. R. 788—For the relief of John Minahan, alias John Bagley.
Mr. Kinkaid; debated, 773.
- H. R. 908—For the relief of Leo Balsam.
Mr. Snell; debated and passed House, 764.—Referred to Senate Committee on Claims, 810.
- H. R. 974—For the relief of W. T. Dingler.
Mr. Wingo; passed Senate, 1997.—Examined and signed, 2129, 2152.—Presented to the President, 2179.—Approved [Private, No. 84], 2462.
- H. R. 1024—Authorizing the Secretary of the Interior to issue a patent to John Zimmerman for certain lands in the Colorado National Forest upon the surrender of other lands of an equal acreage also located in the Colorado National Forest, Colo.
Mr. Timberlake; approved [Public, No. 240], 7.
- H. R. 1030—For relief of John R. Smith, deceased.
Mr. Taylor of Colorado; debated, amended, and passed House, 782.—Referred to Senate Committee on Military Affairs, 810.
- H. R. 1034—For the relief of Jose Ramon Cordova.
Mr. Taylor of Colorado; debated, amended, and passed House, 751.—Referred to Senate Committee on Claims, 810.—Reported back (S. Rept. 687), 1542.—Debated, 2303.
- H. R. 1035—For the relief of the widow of Joseph C. Akin.
Mr. Taylor of Colorado; passed House, 751.—Referred to Senate Committee on Claims, 850.—Reported back (S. Rept. 794), 3170.—Passed Senate, 3771.—Examined and signed, 3833, 3872.—Presented to the President, 3964.—Approved [Private, No. 100], 4194.
- H. R. 1290—Granting a pension to Sarah Johnson.
Mr. Green of Iowa; reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 1299—For the relief of George LeClear.
Mr. Magee; debated, amended, and passed House, 780.—Referred to Senate Committee on Military Affairs, 810.—Reported back, 1995.—Passed Senate, 4409.—Examined and signed, 4520, 4439.—Presented to the President, 4543.—Approved [Private, No. 118], 4544.
- H. R. 1300—For the relief of Alfred E. Lewis.
Mr. Magee; debated and passed House, 776.—Referred to Senate Committee on Military Affairs, 810.—Reported back, 1995.—Passed Senate, 3756.—Examined and signed, 3859, 3896.—Presented to the President, 4008.—Approved [Private, No. 104], 4341.
- H. R. 1307—For the relief of the heirs of Adam and Noah Brown.
Mr. Merritt; reported back (H. Rept. 1219), 1913.
- H. R. 1309—For the relief of Perry L. Haynes.
Mr. Merritt; approved [Private, No. 62], 7.
- H. R. 1321—For the relief of Mrs. Annie M. Lepley.
Mr. Raker; debated, amended, and passed House, 762.—Referred to Senate Committee on Claims, 810.—Reported back (S. Rept. 688), 1542.
- H. R. 1430—To authorize the addition of certain lands to the Weiser National Forest, Idaho.
Mr. French; reported back, 2297.—Passed Senate, 3762.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Public, No. 341], 4194.
- H. R. 1789—For the relief of Thomas P. Darr.
Mr. French; passed Senate, 2307.—Examined and signed, 2477, 2479.—Presented to the President, 2619.—Approved [Private, No. 87], 2804.
- H. R. 1790—For the relief of John K. Ashley, jr.
Mr. French; reported back (S. Rept. 689), 1542.—Passed Senate, 2303.—Examined and signed, 2477, 2479.—Presented to the President, 2619.—Approved [Private, No. 88], 2804.
- H. R. 1801—For the relief of the legal representatives of Robert Dillon, deceased.
Mr. Goldfogle; reported back (H. Rept. 1383), 4009.
- H. R. 1811—Making an appropriation to Clarence W. Turner and William B. Hord in payment of services rendered by them to the Creek Nation.
Mr. Hastings; reported with amendments (H. Rept. 1318), 3020.
- H. R. 1837—For the relief of Carolyn Wheeler Kobbe.
Mr. Hicks; approved [Private, No. 63], 7.
- H. R. 1856—For the relief of Arthur J. Burdick.
Mr. Kettner; passed Senate, 3789.—Examined and signed, 3859, 3896.—Presented to the President, 4008.
- H. R. 1865—For the relief of the Baltimore Dry Dock & Ship Building Co., owner of a dry dock at Baltimore, Md.
Mr. Linthicum; approved [Private, No. 74], 1224.
- H. R. 1883—Granting a pension to Frances E. Herlehy.
Mr. Maher; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 1892—Granting an increase of pension to Sarah M. Brown.
Mr. Purnell; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 1935—Granting a pension to Mary Arnold.
Mr. Purnell; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 1949—For the relief of George F. Reid.
Mr. Raker; debated, amended, and passed House, 780.—Referred to Senate Committee on Military Affairs, 810.—Reported back (S. Rept. 719), 1995.
- H. R. 2328—Relating to the title to land to be acquired as a site for a post-office building at Spring Valley, Ill.
Mr. Ireland; debated and passed House, 2756.—Referred to Senate Committee on Public Buildings and Grounds, 2764.—Reported back, 3033.—Passed Senate, 3770.—Examined and signed, 3833, 3872.—Presented to the President, 3964.—Approved [Public, No. 362], 4474.
- H. R. 2396—For the relief of John A. Gauley.
Mr. Dallinger; approved [Private, No. 58], 7.
- H. R. 2444—Granting a pension to Malvina A. Williams.
Mr. McKenzie; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 2740—For the relief of Maude H. Mosher.
Mr. Dallinger; reported back (S. Rept. 690), 1542.
- H. R. 2946—To amend acts to permit the use of the right of way through the public lands for tramroads, canals, and reservoirs, and for other purposes.
Mr. Smith of Idaho; reported back, 2297.—Passed Senate, 3762.—Examined and signed, 3833, 3872.—Presented to the President, 3964.—Approved [Public, No. 342], 4194.
- H. R. 3009—Granting a pension to Leonard Ripple.
Mr. Linthicum; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 3184—To create a Federal Power Commission, to provide for the improvement of navigation, the development of water power, the use of public lands in relation thereto, and to repeal section 18 of the river and harbor appropriation act, approved Aug. 8, 1917, and for other purposes.
Mr. Esch; approved [Public, No. 280], 31.
- H. R. 3210—For the relief of Joseph A. Prat.
Mr. Dupré; reported back (S. Rept. 691), 1542.—Passed Senate, 2303.—Examined and signed, 2477, 2480.—Presented to the President, 2619.—Approved [Private, No. 91], 2804.
- H. R. 3212—For the relief of legal representative of George E. Payne, deceased.
Mr. Dupré; approved [Private, No. 59], 7.
- H. R. 3213—For the relief of George M. Leahy, receiver of the New Orleans Mechanics' Society of New Orleans, in the State of Louisiana.
Mr. Dupré; reported back adversely (H. Rept. 1379) and laid on table, 4009.
- H. R. 3329—To extend the time of the Hudson River Connecting Railroad Corporation for the completion of its bridge across the Hudson River, in the State of New York.
Mr. Esch; laid on the table (see bill S. 4886), 2759.
- H. R. 3517—Granting a pension to Mary Fisk.
Mr. Kelley of Michigan; reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 3522—For the relief of Lemuel Stokes.
Mr. Moores of Indiana; debated, amended, and passed House, 766.—Referred to Senate Committee on Claims, 810.—Reported back (S. Rept. 692), 1542.—Passed Senate, 2304.—Examined and signed, 2477, 2479.—Presented to the President, 2619.—Approved [Private, No. 92], 3203.
- H. R. 3564—For the relief of George W. Woodall.
Mr. Sanders of Indiana; debated, 753.
- H. R. 3984—For the relief of Thomas Bayton and Bertha M. Hartt.
Mr. Hadley; reported back (S. Rept. 818), 3915.—Passed Senate, 4407.—Examined and signed, 4520, 4439.—Presented to the President, 4543.—Approved [Private, No. 119], 4544.
- H. R. 4152—For the relief of J. C. Hendricks, administrator of the estate of Samuel Houston, deceased.
Mr. Jacoway; reported back adversely (H. Rept. 1382) and laid on table, 4009.
- H. R. 4160—For the relief of Leander Mason and others, heirs of Thomas M. Mason, deceased.
Mr. Jacoway; reported back adversely (H. Rept. 1380) and laid on table, 4009.
- H. R. 4184—For the relief of C. V. Hinkle.
Mr. Jacoway; passed Senate, 1997.—Examined and signed, 2129, 2152.—Presented to the President, 2179.—Approved [Private, No. 85], 2462.
- H. R. 4323—Granting a pension to Alice Jones.
Mr. Bland of Indiana; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 4559—Granting a pension to Margaret J. Cutright.
Mr. Ricketts; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 4744—For the relief of Sarah T. Chamberlain.
Mr. Valle; reference changed to Committee on War Claims, 447.
- H. R. 4926—Granting a pension to Jacob Johnson.
Mr. Haskell; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 4928—Granting a pension to Ella V. Altmeyer.
Mr. Neely; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 5006—To add certain lands to the Sequoia National Park, Calif., and to change the name of said park to Roosevelt National Park.
Mr. Elston; debated, 1531.

- H. R. 5081—For the relief of James E. Adams.
Mr. Elston; reported back, 2182.—Passed Senate, 3760.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Private, No. 101], 4194.
- H. R. 5194—For relief of Alfred Rebsamen.
Mr. Little; debated, amended, and passed House, 780.—Referred to Senate Committee on Military Affairs, 810.
- H. R. 5350—Granting a pension to Elissa Bahlkow.
Mr. Johnson of South Dakota; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 5416—To authorize corporations organized in the District of Columbia to change their names.
Mr. Mapes; Committee on Corporations Organized in District of Columbia discharged; referred to Committee on the District of Columbia, 310.—Reported back (S. Rept. 749), 2406.—Passed Senate, 3764.—Examined and signed, 3836, 3872.—Presented to the President, 3963.—Approved [Public, No. 343], 4194.
- H. R. 5726—To fix the compensation of certain employees of the United States.
Mr. Nolan; debated, 1698, 1825, 1860, 2054.
- H. R. 5744—For the relief of Emma H. Ridley.
Mr. Donovan; debated, 764.
- H. R. 5767—Granting a pension to Ottilie Carrol.
Mr. Radcliffe; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 5859—For the relief of J. P. Littell.
Mr. Dickinson of Iowa; debated, 764.
- H. R. 5901—Granting a pension to Matilda H. Starbuck.
Mr. Wingo; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 5968—Granting a pension to Anna M. Carroll.
Mr. Gandy; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 5982—Granting a pension to Allen Landis.
Mr. McCulloch; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 6092—For the relief of the McClintic-Marshall Construction Co.
Mr. Kelly of Pennsylvania; debated, 755.
- H. R. 6196—Granting a pension to Florence F. Wellington Washburn.
Mr. McLaughlin of Michigan; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 6198—Authorizing payment of compensation to Swanbild Sims for personal injuries.
Mr. Miller; approved [Private, No. 64], 7.
- H. R. 6221—Conferring jurisdiction on the Court of Claims to hear, determine, and render judgment in the Osage civilization-fund claim of the Osage Nation of Indians against the United States.
Mr. Howard; reported back (S. Rept. 679), 1183.—Passed Senate, 2301.—Examined and signed, 2477, 2479.—Presented to the President, 2619.—Approved [Public, No. 303], 2804.
- H. R. 6222—To remove a certain tract or lots of land in Cristobal, Canal Zone, from the operation and effect of the Executive order of the President of Dec. 5, 1912, pursuant to the act of Congress of Aug. 24, 1912 (37 Stats., ch. 390, p. 565).
Mr. Denison; approved [Public, No. 250], 7.
- H. R. 6238—To provide a tariff and to obtain revenue in connection with the metal contents of zinc ores and products thereof and repealing existing laws fixing the rates of duty on such commodities.
Mr. McPherson; rereferred to Committee on Finance, 2053.
- H. R. 6276—Granting a pension to Aurelia E. Wilkins.
Mr. Johnson of Washington; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 6301—For the relief of Nathan Manzer.
Mr. Randall of California; debated, amended, and passed House, 781.—Referred to Senate Committee on Military Affairs, 810.—Reported back (S. Rept. 702), 1697.—Passed Senate, 2306.—Examined and signed, 2477, 2480.—Presented to the President, 2619.—Approved [Private, No. 93], 3203.
- H. R. 6375—For the relief of the Kentucky drafted men.
Mr. Rouse; reported back adversely (H. Rept. 1378) and laid on table, 4009.
- H. R. 6407—For the relief of Michael MacGarvey.
Mr. Siegel; approved [Private, No. 73], 32.
- H. R. 6414—For the relief of Herman W. Schallert.
Mr. Voigt; reported back (S. Rept. 795) 3170.—Passed Senate, 3772.—Examined and signed, 3833, 3872.—Presented to the President, 3964.—Approved [Private, No. 109], 4474.
- H. R. 6533—Granting a pension to Katherine Shurts.
Mr. Keitner; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 6540—Granting a pension to Lurinda F. Haines.
Mr. Sherwood; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 6600—Granting a pension to Frances Tucker Hartley.
Mr. Fuller of Illinois; reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 6603—Granting an increase of pension to Henrietta Brewer.
Mr. Hawley; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 6702—Granting a pension to Jane P. Hoyt.
Mr. Fuller of Massachusetts; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 6703—Granting a pension to Elizabeth H. Waugh.
Mr. Fuller of Massachusetts; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 6847—Granting a pension to Susan C. Kendrick.
Mr. Vestal; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 6932—For the relief of Edward B. Fox, administrator of the last surviving partner of the firm of Child, Pratt & Fox.
Mr. Johnson of Washington; reported back adversely (H. Rept. 1381) and laid on table, 4009.
- H. R. 7050—For the relief of the First State Bank of Kerrville, Kerr County, State of Texas.
Mr. Hudspeth; debated, amended, and passed House, 765.—Referred to Senate Committee on Claims, 810.—Reported back (S. Rept. 693), 1542.—Debated, amended, and passed Senate, 2304.—House concurs in Senate amendment, 2400.—Examined and signed, 2477, 2480.—Presented to the President, 2619.—Vetoed, 3228.—Veto message referred to Committee on Claims, 3228.
- H. R. 7053—For the relief of H. L. McFarlin.
Mr. Jacoway; debated, 785.
- H. R. 7187—For the relief of Mrs. D. Montgomery.
Mr. Summers of Texas; reported back (H. Rept. 1207), 1695.
- H. R. 7216—Granting an increase of pension to Margaret Stewart.
Mr. Darrow; reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 7221—Granting a pension to Catherine Rentfro.
Mr. Denison; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 7333—For the relief of Emily J. Mullins.
Mr. Robison of Kentucky; debated and passed House, 789.—Referred to Senate Committee on Claims, 810.
- H. R. 7505—Granting a pension to Mary A. Parker.
Mr. Fordney; reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 7565—Granting a pension to Mahala Goff.
Mr. Fairfield; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 7573—Authorizing payment of compensation to Pasquale Dolce for personal injuries.
Mr. MacGregor; reported back (S. Rept. 775), 3033.—Passed Senate, 3770.—Examined and signed, 3833, 3872.—Presented to the President, 3964.—Approved [Private, No. 102], 4194.
- H. R. 7712—Granting a pension to Henrietta W. Carlisle.
Mr. Benson; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 7775—Granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy, and certain soldiers and sailors of wars other than the Civil War, and to widows of such soldiers and sailors.
Mr. Sells; conference report submitted in Senate, 946.—Conference report agreed to in House (H. Rept. 1163), 1050.—Conference report agreed to in Senate, 3725.—Conference report agreed to in House, 3889.—Examined and signed, 4008, 4022.—Presented to the President, 4097.—Approved [Private, No. 110], 4474.
- H. R. 7810—Granting a pension to Harriet A. Wormuth.
Mr. Hill; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 7900—For the relief of Rudolph L. Desdunes.
Mr. Jeffers; passed Senate, 409.—Examined and signed, 497, 516.—Presented to the President, 581.—Approved [Private, No. 75], 1124.
- H. R. 7903—Granting a pension to Julia E. Wooster.
Mr. Monahan of Wisconsin; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 7930—To provide for the treatment in hospital of diseased alien seamen.
Mr. Johnson of Washington; debated, amended, and passed Senate, 410.—House concurs in Senate amendments, 600.—Examined and signed, 608, 673.—Presented to the President, 749.—Approved [Public, No. 289], 1124.
- H. R. 7940—Granting an increase of pension to James A. Childers.
Mr. Caraway; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 7986—Granting a pension to Cynthia A. Miller.
Mr. Bland of Indiana; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 8032—To provide for the erection of memorials and the entombment of bodies in the Arlington Memorial Amphitheater, in Arlington National Cemetery, Va.
Mr. Gould; debated, 3567.—Amended and passed House, 3584.—Referred to Senate Committee on the Library, 3598.—Reported back with amendments, 4439.—Amended and passed Senate, 4439.—House agrees to amendments of Senate, 4535.—Examined and signed, 4531, 4543.—Presented to the President, 4544.—Approved [Public, No. 397], 4544.
- H. R. 8038—To amend section 4 of the act approved July 17, 1916, known as the Federal farm loan act, extending its provisions to Porto Rico.
Mr. Davila; debated, amended, and passed Senate, 3440.—House concurs in Senate amendments, 3624.—Examined and signed, 3715, 3723.—Presented to the President, 3815.—Approved [Public, No. 334], 4079.
- H. R. 8067—To establish standard weights and measures for the District of Columbia; to define the duties of the Superintendent of Weights, Measures, and Markets of the District of Columbia; and for other purposes.
Mr. Mapes; debated, amended, and passed Senate, 3787.—House agrees to Senate amendments, 4199.—Examined and signed, 4204, 4218.—Presented to the President, 4341.—Approved [Public, No. 358], 4474.
- H. R. 8086—Granting a pension to Bronislawa Wypiewski.
Mr. Denison; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.

- H. R. 8141—To provide for the payment to Alice E. Wells, formerly Alice E. Davis, only heir at law of John C. Davis, deceased, of the amount stated in the findings of the Court of Claims in congressional case No. 9284.
Mr. Moore of Virginia; reported back adversely (H. Rept. 1391) and laid on table, 4216.
- H. R. 8142—For the relief of Anna Blumenthal.
Mr. Nichols of Michigan; amended and passed House, 789.—Referred to Senate Committee on Claims, 810.
- H. R. 8476—Granting a pension to Ruth Maxwell.
Mr. Woodyard; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 8526—Granting a pension to Fannie Gilbert.
Mr. Sanders of Indiana; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 8530—Granting a pension to Nancy C. Henderson.
Mr. Williams; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 8535—To provide for the redistribution of general taxes and special assessments due and payable on real estate in the District of Columbia in cases of subdivision or sales of land therein.
Mr. Johnson of Kentucky; reported back (S. Rept. 739), 2364.—Passed Senate, 3762.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Public, No. 344], 4194.
- H. R. 8545—To provide for the disposition of abandoned lighthouse and life-saving stations.
Mr. Sears; debated, 2753.
- H. R. 8560—For the relief of Lena Schmieder.
Mr. Newton of Missouri; debated, 763.
- H. R. 8647—For the relief of the owners of the American schooner William H. Sumner.
Mr. Rowe; reported back (S. Rept. 796), 3170.—Passed Senate, 3772.—Examined and signed, 3833, 3872.—Presented to the President, 3964.—Approved [Private, No. 96], 4079.
- H. R. 8672—Granting a pension to Mary E. Tussing.
Mr. Cole; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 8677—Granting a pension to Clara B. Plessner.
Mr. Fordney; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 8692—Authorizing the exchange of lands within the Montezuma National Forest in Colorado.
Mr. Taylor of Colorado; debated, 583.—Amended and passed House, 1530.—Referred to Senate Committee on Public Lands, 1544.—Reported back, 2182.—Passed Senate, 3473.—Examined and signed, 3564, 3595.—Presented to the President, 3963.—Approved [Public, No. 335], 4079.
- H. R. 8715—Granting a pension to James G. Whalin.
Mr. Thomas; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 8802—Granting a pension to Mary E. Applegate.
Mr. McPherson; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 8852—Granting a pension to Pernecia Boozer.
Mr. Hays; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 8864—To encourage the reclamation of certain arid lands in the State of California, and for other purposes.
Mr. Raker; debated, 585, 1530.
- H. R. 8881—Authorizing the Secretary of the Treasury to reimburse the First National Bank of New Carlisle, Ind., for the loss of war savings stamps and thrift stamps.
Mr. Hickey; reported back (S. Rept. 686), 1542.—Debated, amended, and passed Senate, 2302.—House concurs in Senate amendment, 2477.—Examined and signed, 2552, 2619.—Presented to the President, 2729.—Vetoed, 3227.—Veto message referred to Committee on Claims, 3228.
- H. R. 9006—Granting a pension to Lydia M. Smith.
Mr. McPherson; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 9028—To authorize the addition of certain lands to the Nezperce National Forest, Idaho.
Mr. French; reported back, 2298.—Passed Senate, 3762.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Public, No. 345], 4194.
- H. R. 9036—To repeal and annul certain parts of the charter and lease granted and made to the Washington Market Co. by act of Congress entitled "An act to incorporate the Washington Market Co.," approved May 20, 1870.
Mr. Johnson of Kentucky; Committee on Corporations Organized in the District of Columbia discharged and referred to the Committee on the District of Columbia, 4245.—Reported back, 4245.—Passed Senate, 4403.—Examined and signed, 4523, 4543.—Presented to the President, 4544.—Approved [Public, No. 399], 4544.
- H. R. 9048—For the relief of Catherina Rea, administratrix of the estate of John Rea.
Mr. Hersman; approved [Private, No. 65], 7.
- H. R. 9094—Granting a pension to Rosetta Chaney.
Mr. Begg; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 9192—Granting a pension to Harriet J. Bailey.
Mr. Kiess; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 9231—To authorize and provide for the manufacture, maintenance, distribution, and supply of electric light and power within the district of Hamakua, on the island and county of Hawaii, Territory of Hawaii.
Mr. Kalaniana'ole; reported with amendments (H. Rept. 1125), 447.
- H. R. 9281—Granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy and certain soldiers and sailors of wars other than the Civil War, and to widows of such soldiers and sailors.
Mr. Sells; conference report submitted in Senate, 946.—Conference report submitted in House (H. Rept. 1161), 1050.—Conference report agreed to in Senate, 3726.—Conference report agreed to in House, 3889.—Examined and signed, 4008, 4022.—Presented to the President, 4097.—Approved [Private, No. 111], 4474.
- H. R. 9296—Granting a pension to Christina Holden.
Mr. Kearns; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 9337—For the relief of the Cornwell Co.
Mr. Forney; debated, 765.
- H. R. 9357—For the relief of S. S. Markley.
Mr. Ferris; debated and passed House, 771.—Referred to Senate Committee on Public Lands, 810.
- H. R. 9389—To consolidate, codify, revise, and reenact the general and permanent laws of the United States in force Mar. 4, 1919.
Mr. Little; debated, 571, 4735.—Passed House, 574.—Referred to Senate Committee on the Revision of the Laws, 684.—Supplementary report in House (H. Rept. 781, pt. 2), 1392.
- H. R. 9392—Regulating the disposition of lands formerly embraced in the grants to the Oregon & California Railroad Co. and Coos Bay Wagon Road Co.
Mr. Sinnott; approved [Public, No. 241], 7.
- H. R. 9405—Granting an increase of pension to May J. Wode.
Mr. Linthicum; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 9441—Granting a pension to Mary Sheridan.
Mr. Stephens of Ohio; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 9443—Granting a pension to Laura Adams.
Mr. Vestal; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 9471—Granting a pension to Nancy E. Hixson.
Mr. Sanders of Indiana; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 9521—To prevent hoarding and deterioration of, and deception with respect to, cold-storage foods, to regulate shipments of cold-storage foods in interstate commerce, and for other purposes.
Mr. Hutchinson; conference report submitted in Senate (S. Doc. 377), 2837.—Conference report submitted in House (H. Rept. 1313), 2888, 3646.—Conference report agreed to in Senate, 3288.—Conference report debated in House, 3646, 3692.—House insists upon its disagreement to the amendments of the Senate and requests further conference, 3692-3698.—Conferees appointed, 3698, 3725.—Senate insists upon its amendments and agrees to further conference, 3725.—Conference report submitted in Senate, 4400.—Considered and agreed to, 4403.—Second conference report submitted in House (H. Rept. 1412), 4493.
- H. R. 9583—For the relief of Edward A. Purdy, postmaster of the city of Minneapolis, Minn., for postage stamps, postal-savings stamps, war-savings stamps, war-tax revenue stamps, and cash from money orders stolen from the branch post office at Minneapolis, Minn., commonly known and described as the traffic station, and located at Nos. 621 and 623 First Avenue north in said city.
Mr. Newton of Minnesota; approved [Private, No. 60], 7.
- H. R. 9640—Granting a pension to Virginia A. Dixon.
Mr. Williams; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 9675—For the relief of John Anderson.
Mr. Bland of Indiana; debated, amended, and passed House, 763.—Referred to Senate Committee on Claims, 810.
- H. R. 9682—Granting a pension to Barbara Jones.
Mr. Huddleston; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 9702—Granting certain lands to the city of Sandpoint, Idaho, to protect the watershed of the water-supply system of said city.
Mr. French; reported back, 2182.—Passed Senate, 3760.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Public, No. 346], 4194.
- H. R. 9750—Granting a pension to John T. Mockabee.
Mr. Sells; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 9755—To establish the standard of weights and measures for the following wheat-mill and corn-mill products, namely, flours, hominy, grits, and meals, and all commercial feeding stuffs, and for other purposes.
Mr. Vestal; reported back, 4109.—Debated, 4413.
- H. R. 9794—For the relief of Wendell Phillips Lodge, No. 365, Knights of Pythias.
Mr. MacGregor; reported back (S. Rept. 730), 2182.—Debated and passed Senate, 3787.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Private, No. 105], 4341.
- H. R. 9797—Granting a pension to Ella Merrick.
Mr. Shreve; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 9798—Granting a pension to Marinda Maynard.
Mr. Shreve; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 9840—For the relief of Capt. E. V. Dickson.
Mr. Johnson of South Dakota; reported back (S. Rept. 797), 3170.—Passed Senate, 3772.—Examined and signed, 3833, 3872.—Presented to the President, 3964.—Approved [Private, No. 97], 4079.

- H. R. 9842.—To carry into effect the findings of the Court of Claims in favor of Myron C. Bond, Guy M. Claffin, and Edwin A. Wells. Mr. Michener; passed House, 789.—Referred to Senate Committee on Claims, 810.—Reported back (S. Rept. 694), 1542.
- H. R. 9907.—Granting a pension to Ellen M. Deer. Mr. Campbell of Kansas; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 10074.—To enlarge the jurisdiction of the municipal court of the District of Columbia, and to regulate appeals from the judgments of said court, and for other purposes. Mr. Volstead; amended and passed Senate, 3785.—House concurs in Senate amendment, 4200.—Examined and signed, 4219, 4314.—Presented to the President, 4356.—Approved [Public, No. 365], 4521.
- H. R. 10104.—To renew patent No. 25909. Mr. Lonergan; reported back, 4407.—Passed Senate, 4407.—Examined and signed, 4523, 4543.—Presented to the President, 4544.—Approved [Public, No. 398], 4544.
- H. R. 10105.—Conferring jurisdiction upon the Court of Claims to hear, examine, consider, and adjudicate claims which the Choctaw, Chickasaw, Cherokee, Creek, and Seminole Indians may have against the United States, and for other purposes. Mr. Hastings; reported with amendments (S. Rept. 813), 3724.—Debated, amended, and passed Senate, 4021.—House disagrees to Senate amendments and asks for conference, 4335.—Conference appointed, 4335.
- H. R. 10115.—For the relief of Harvey R. Butcher. Mr. Dickinson of Missouri; approved [Private, No. 61], 7.
- H. R. 10123.—Granting a pension to Harry F. Hastings. Mr. Layton; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 10152.—Granting a pension to Cornelia Deal. Mr. Weaver; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 10198.—Granting a pension to Fanny Stewart. Mr. Lonergan; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 10211.—To survey the Yazoo River, Miss., with a view to the control of its floods. Mr. Humphreys; reported back (H. Rept. 1324), 3167.
- H. R. 10311.—To further amend section 8 of an act entitled "An act for preventing the manufacture, sale, or transportation of adulterated or misbranded or poisonous or deleterious foods, drugs, medicines, and liquors, and for regulating traffic therein, and for other purposes," approved June 30, 1906, and amended by the act approved Mar. 8, 1913. Mr. Haugen; debated, 96.—Amended and passed House, 104.—Referred to Senate Committee on Agriculture and Forestry, 148.—Reported with amendments, 3170.
- H. R. 10345.—Granting a pension to Belle Cannon. Mr. Taylor of Tennessee; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 10434.—To add certain lands to the Targhee National Forest. Mr. French; reported back, 2298.—Passed Senate, 3762.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Public, No. 347], 4194.
- H. R. 10515.—Granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy, and certain soldiers and sailors of wars other than the Civil War, and to widows of such soldiers and sailors. Mr. Sells; conference report submitted in Senate, 947.—Conference report submitted in House (H. Rept. 1162), 1053.—Conference report agreed to in Senate, 3727.—Conference report agreed to in House, 3889.—Examined and signed, 4008, 4022.—Presented to the President, 4097.—Approved [Private, No. 112], 4474.
- H. R. 10570.—For the relief of Mary Flinn. Mr. Cleary; debated, 785.
- H. R. 10598.—To provide for the payment to the First National Bank of Sharon, Pa., for certificate of indebtedness of the United States No. 3240, for \$10,000, which has been lost. Mr. Hullings; reported back (S. Rept. 798), 3170.—Passed Senate, 3739.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Public, No. 98], 4079.
- H. R. 10635.—For the relief of Vincent L. Keating. Mr. Merritt; reported back (H. Rept. 1192), 1438.
- H. R. 10716.—Granting a pension to Lena Derl. Mr. Chindblom; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 10858.—Granting a pension to Cathrine T. Cuff. Mr. Hicks; reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 10870.—Granting a pension to Daniel W. Orr. Mr. Sanders of New York; reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 10883.—Authorizing the counties of Beaufort, S. C., and Chatham, Ga., to construct a bridge across the Savannah River at or near Savannah, Ga. Mr. Byrnes of South Carolina; passed House, 4356.—Passed Senate, 4405.—Examined and signed, 4429, 4508.—Presented to the President, 4544.—Approved [Public, No. 385], 4544.
- H. R. 10901.—Granting a pension to Louisa Gladwish. Mr. McLaughlin of Nebraska; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 10919.—To require the Secretary of War to cause to be made a survey for a canal from Cumberland Sound to the mouth of the Mississippi River, and to make full and complete report to Congress of the most feasible route and cost of construction. Mr. Clark of Florida; reported with amendments (H. Rept. 1246), 2150.
- H. R. 10920.—Declaring Platte River to be a nonnavigable stream. Mr. Booher; passed House, 581.—Referred to Senate Committee on Commerce, 684.—Reported back (S. Rept. 732), 2295.—Passed Senate, 2295.—Examined and signed, 2477, 2480.—Presented to the President, 2619.—Becomes law without presidential approval [Public, No. 318], 3412.
- H. R. 10963.—Granting the consent of Congress for the construction of a bridge across the Savannah River near Halleys Ferry, and between the counties of Anderson, S. C., and Hart, Ga. Mr. Dominick; reported with amendments (H. Rept. 1358), 3829.—Amended and passed House, 4355.—Passed Senate, 4405.—Examined and signed, 4508, 4420.—Presented to the President, 4544.—Approved [Public, No. 386], 4544.
- H. R. 10977.—Granting a pension to Ann Van Fleet. Mr. Booher; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 11004.—To grant certain lands to the village of Downey, State of Idaho, for the protection of its water supply. Mr. Smith of Idaho; reported back, 2298.—Passed Senate, 3762.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Public, No. 348], 4194.
- H. R. 11030.—For the relief of the Woodford Bank and Trust Co., of Versailles, Ky. Mr. Cantrill; approved [Private, No. 66], 7.
- H. R. 11066.—For the relief of the Shipowners and Merchants Tugboat Co. Mr. Elston; debated and passed House, 771.—Referred to Senate Committee on Claims, 810.—Reported back (S. Rept. 695), 1542.—Passed Senate, 2304.—Examined and signed, 2477, 2479.—Presented to the President, 2619.—Approved [Private, No. 89], 2804.
- H. R. 11146.—Granting an increase of pension to Alice Moore. Mr. Brooks of Illinois; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 11154.—For the relief of Arthur Frost. Mr. Harrell; debated, amended, and passed House, 763.—Referred to Senate Committee on Claims, 810.
- H. R. 11182.—For the relief of Benjamin R. Buflington. Mr. Murphy; reported with amendment (H. Rept. 1122), 401.
- H. R. 11210.—Granting an increase of pension to Michael Balenti. Mr. Ferris; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 11271.—Granting a pension to Adam Perry Kaufman. Mr. Tinchner; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 11307.—To amend section 5146 of the Revised Statutes of the United States, in relation to the qualifications of directors of the National Banking Association. Mr. Rodenberg; debated, 3586.—Amended and passed House, 3587.—Referred to Senate Committee on Banking and Currency, 3598.—Reported back, passed Senate, 3739.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Public, No. 349], 4194.
- H. R. 11325.—Granting a pension to Tinnie A. Gary. Mr. Hullings; reference changed to Committee on Invalid Pensions, 973.
- H. R. 11377.—For the relief of Warren V. Howard. Mr. Gillett; debated, amended, and passed House, 778.—Referred to Senate Committee on Military Affairs, 810.—Reported back (S. Rept. 703), 1697.
- H. R. 11410.—For the relief of James E. Connors. Mr. Maher; debated, 751.
- H. R. 11416.—For the relief of Orville M. Myers. Mr. Romjue; debated and passed House, 784.—Referred to Senate Committee on Claims, 810.
- H. R. 11461.—Granting a pension to Fanny Van Winkle. Mr. Hamill; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 11554.—Granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy, and certain soldiers and sailors of wars other than the Civil War, and to widows of such soldiers and sailors. Mr. Sells; conference report submitted in Senate, 947.—Conference report submitted in House (H. Rept. 1164), 1054.—Conference report agreed to in Senate, 3725.—Conference report agreed to in House, 3889.—Examined and signed, 4008, 4022.—Presented to the President, 4097.—Approved [Private, No. 113], 4474.
- H. R. 11572.—For the relief of the John E. Moore Co. Mr. Rowe; debated and passed House, 761.—Referred to Senate Committee on Claims, 810.—Reported back (S. Rept. 696), 1542.—Debated, amended, and passed Senate, 2304.—House disagrees to Senate amendments and asks for conference, 2477.—Conference appointed, 2477, 2480.—Senate insists upon its amendments and agrees to conference, 2480.—Conference report submitted in Senate, 3598.—Agreed to, 3599.—Conference report submitted in House (H. Rept. 1395) and agreed to, 4203.—Examined and signed, 4204, 4218.—Presented to the President, 4341.—Approved [Private, No. 114], 4521.
- H. R. 11636.—For the relief of the Stevens Institute of Technology, of Hoboken, N. J. Mr. Lehlbach; debated, 786.
- H. R. 11769.—To amend an act entitled "An act to provide a civil government for Porto Rico, and for other purposes," approved Mar. 2, 1917. Mr. Townner; reported back (S. Rept. 674), 680.—Debated and passed Senate, 2002.—Examined and signed, 2129, 2152.—Presented to the President, 2179.—Approved [Public, No. 301], 2534.
- H. R. 11841.—To amend "An act granting additional quarantine powers and imposing additional duties upon the Marine Hospital Service," approved Feb. 15, 1893. Mr. Esch; debated, amended, and passed House, 1531.—Referred to Senate Committee on Commerce, 1544.—Reported back (S. Rept. 754), 2482.—Passed Senate, 3765.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Public, No. 336], 4079.

- H. R. 11851—Authorizing the exchange of lands within the Rainier National Forest, in the State of Washington, and for other purposes.
Mr. Johnson of Washington; debated, amended, and passed House, 1519.—Referred to Senate Committee on Public Lands, 1544.—Reported back and passed Senate, 4408.—Examined and signed, 4520, 4439.—Presented to the President, 4542.—Approved [Public, No. 387], 4544.
- H. R. 11918—To amend section 9 of the Federal reserve act.
Mr. McFadden; debated, 3587.
- H. R. 11945—For the relief of W. C. Stewart.
Mr. Moore of Ohio; debated, 769.—Passed House, 783.—Referred to Senate Committee on Claims, 810.—Reported back (S. Rept. 799), 8170.—Passed Senate, 3560.—Examined and signed, 3715, 3723.—Presented to the President, 3815.—Approved [Private, No. 106], 4341.
- H. R. 11965—Granting an increase of pension to Jacob Amberg.
Mr. Harrel; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 11984—To increase the force and salaries in the Patent Office and to authorize the Federal Trade Commission to accept and administer, for the benefit of the public and the encouragement of industry, inventions, patents, and patent rights, and for other purposes.
Mr. Nolan; reported back (H. Rept. 1115), 146.—House disagrees to Senate amendments and agrees to conference, 352.—Conferees appointed in House, 356.—Conference report submitted in House (H. Rept. 1294), 2619, 3228.—Conference report submitted in Senate (S. Doc. 379), 2890.—Conference report debated and agreed to in House, 3228, 3204.—Conference report debated in Senate, 3535.
- H. R. 12005—For the relief of Henry P. Corbin.
Mr. Timberlake; passed House, 783.—Referred to Senate Committee on Claims, 810.—Reported back (S. Rept. 800), 3170.—Passed Senate, 3560.—Examined and signed, 3715, 3723.—Presented to the President, 3815.—Approved [Private, No. 107], 4341.
- H. R. 12045—To provide for the conveyance of lots on the low grounds of Washington, D. C.
Mr. Coady; debated and passed House, 591.—Referred to Senate Committee on the District of Columbia, 684.—Reported with amendment (S. Rept. 740), 2364.—Amended and passed Senate, 3763.—House concurs in Senate amendment, 4203.—Examined and signed, 4204, 4218.—Presented to the President, 4341.—Approved [Public, No. 363], 4474.
- H. R. 12064—Granting an increase of pension to Martha Wallace.
Mr. Taylor of Tennessee; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 12075—Granting a pension to Sarah Isabell Lowe.
Mr. Welty; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 12079—Granting an increase of pension to Adella Doersh.
Mr. Ashbrook; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 12082—Granting an increase of pension to Samuel A. Holt.
Mr. Huddleston; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 12108—Granting a pension to Lucile D. Murphey.
Mr. Huddleston; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 12157—To amend act of Congress approved June 30, 1913.
Mr. Carter; reported with amendment (H. Rept. 1130), 495.—Debated, amended, and passed House, 2751.—Referred to Senate Committee on Indian Affairs, 2764.—Reported back, 3109.—Passed Senate, 3109.—Examined and signed, 3263, 3293.—Presented to the President, 3326.—Approved [Public, No. 319], 3630.
- H. R. 12161—To amend an act entitled "An act to codify, revise, and amend the penal laws of the United States," approved Mar. 4, 1909 (35 Stat. L., p. 1134).
Mr. Esch; debated, amended, and passed House, 587.—Referred to Senate Committee on the Judiciary, 684.—Committee on the Judiciary discharged and referred to Committee on Interstate Commerce, 1491.—Reported back, 2182.—Debated, amended, and passed Senate, 4412.—House concurs in Senate amendment, 4521.—Examined and signed, 4523, 4543.—Presented to the President, 4544.—Approved [Public, No. 400], 4544.
- H. R. 12179—Granting a pension to Gilbert G. Horsby.
Mr. Robson of Kentucky; reported back (H. Rept. 1234), and H. R. 15900 substituted, 2164.
- H. R. 12226—Granting a pension to Carrie Hover.
Mr. Mason; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 12281—For the relief of the William Gordon Corporation.
Mr. Graham of Pennsylvania; debated, 761.
- H. R. 12333—For the relief of Albert T. Huso.
Mr. Haugen; debated, amended, and passed House, 760.—Referred to Senate Committee on Claims, 810.—Reported back (S. Rept. 697), 1542.—Passed Senate, 2304.—Examined and signed, 2477, 2480.—Presented to the President, 2619.—Approved [Private, No. 90], 2804.
- H. R. 12337—To provide for the relief of Anthony Sulik, former sergeant, United States Marine Corps.
Mr. Peters; passed House, 791.—Referred to Senate Committee on Naval Affairs, 810.—Reported back, 979.—Debated and passed Senate, 979.—Examined and signed, 1109, 1156.—Presented to the President, 1218.—Approved [Private, No. 83], 1513.
- H. R. 12361—Granting a pension to Ella J. Johnston.
Mr. Foster; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 12396—To amend an act entitled "An act to promote the welfare of American seamen in the merchant marine of the United States; to abolish arrest and imprisonment as a penalty for desertion and to secure the abrogation of treaty provisions in relation thereto; and to promote safety at sea," approved Mar. 4, 1915.
Mr. Scott; reported with amendment (H. Rept. 1146), 774.—Debated, amended, and passed House, 2754.—Referred to Senate Committee on Commerce, 2764.—Reported back (S. Rept. 783), 3109.
- H. R. 12406—Granting a pension to Frances M. Chronister.
Mr. Hays; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 12437—To authorize the expenditure of the sum of \$100,000, heretofore appropriated for the erection of a United States post office, courthouse, and jail at Cordova, Alaska, by the act approved Mar. 4, 1913, for the erection of a United States courthouse and jail at Cordova, Alaska.
Mr. Grigsby; debated, 1513.
- H. R. 12441—For the relief of the Duluth, Winnipeg & Pacific Railroad.
Mr. Carss; debated, amended, and passed House, 784.—Referred to Senate Committee on Claims, 810.—Reported back (S. Rept. 698), 1542.—Passed Senate, 2305.—Examined and signed, 2477, 2480.—Presented to the President, 2619.—Approved [Private, No. 94], 3203.
- H. R. 12466—Authorizing the granting of certain irrigation easements in the Yellowstone National Park, and for other purposes.
Mr. Smith of Idaho; stricken from the calendar, 580.
- H. R. 12469—To authorize the award of a medal of honor to Chief Gunner Robert Edward Cox, United States Navy.
Mr. Butler; debated and passed House, 787.—Referred to Senate Committee on Naval Affairs, 810.—Reported back, 1494.—Passed Senate, 1494.—Examined and signed, 1694, 1697.—Presented to the President, 1724.—Becomes law without approval [Private, No. 86], 2539.
- H. R. 12502—Providing for a report on the cost of improving and maintaining the Government boulevard on Missionary Ridge, in the Chickamauga and Chattanooga National Military Park.
Mr. Moon; debated, amended, and passed Senate, 1999.—House concurs in Senate amendments, 2128.—Examined and signed, 2179, 2181.—Presented to the President, 2382.—Approved [Public, No. 300], 2462.
- H. R. 12521—Granting a pension to Clara Estelle Sollers.
Mr. Linthicum; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 12570—Granting a pension to Robert Gardner.
Mr. Langley; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 12574—Granting an increase of pension to Alice Jewett.
Mr. Taylor of Tennessee; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 12634—For the relief of Wilhelm Alexanderson.
Mr. Bacharach; reported back (S. Rept. 609), 1542.—Debated, amended, and passed Senate, 2305.—House disagrees to Senate amendments and asks for conference, 2477.—Conferees appointed, 2477, 2480.—Senate insists upon its amendment and agrees to conference, 2480.—Conference report submitted in Senate and agreed to, 3598.—Conference report submitted in House (H. Rept. 1396) and agreed to, 4203.—Examined and signed, 4204, 4218.—Presented to the President, 4341.—Approved [Private, No. 115], 4521.
- H. R. 12638—Granting a pension to Cyrus J. Wilsey.
Mr. Kless; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 12640—Granting an increase of pension to James M. Wilson.
Mr. Nolan; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 12665—Granting a pension to Sarah M. Standish.
Mr. McLaughlin of Nebraska; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 12700—Granting a pension to Sarah E. Hall.
Mr. Henry T. Rainey; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 12735—Granting a pension to Fannie West.
Mr. Moores of Indiana; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 12769—Granting a pension to Martha Nave.
Mr. Sells; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 12775—To amend an act entitled "An act for making further and more effectual provision for the national defense, and for other purposes," approved June 3, 1916.
Mr. Kahn; approved [Public, No. 242], 7.
- H. R. 12781—Granting an increase of pension to Ida C. Brandan.
Mr. Mapes; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 12837—Granting a pension to Annie Balrd.
Mr. Taylor of Tennessee; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 12876—Granting a pension to Elizabeth Hopper.
Mr. Hoch; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 12887—Establishing the liability of hotel proprietors and innkeepers in the District of Columbia.
Mr. Burdick; passed Senate, 410.—Examined and signed, 497, 516.—Presented to the President, 581.—Approved [Public, No. 287], 703.
- H. R. 12890—Referring the claim of the State of Rhode Island for expenses during the War with Spain to the Court of Claims for adjudication.
Mr. Burdick; debated, 766.
- H. R. 12912—Granting a pension to Garrett Williamson.
Mr. Brooks of Illinois; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.

- H. R. 12927—For the relief of J. W. Gidden and E. F. Hobbs.
Mr. Little; reported with amendment (H. Rept. 1417), 4522.
- H. R. 12989—Granting a pension to Helen L. Barzee.
Mr. Mudd; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 13020—Granting a pension to Gue M. Allen.
Mr. Little; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13028—Granting a pension to Abbie E. Avery.
Mr. Wason; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 13040—Authorizing the Secretary of War to grant to Lloyd E. Gandy, of Spokane, Wash., his heirs and assigns, the right to overflow certain lands on the Fort George Wright Military Reservation at Spokane, Wash., on such terms as may be prescribed by the Secretary of War, and for other purposes.
Mr. Webster; reported back (H. Rept. 1174), 1181.—Debated, 3588.
- H. R. 13051—To add certain lands to the Lemhi National Forest, Idaho.
Mr. Smith of Idaho; debated, amended, and passed House, 1517.—Referred to Senate Committee on Public Lands, 1544.—Reported back, 2298.—Passed Senate, 3762.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Public, No. 350], 4194.
- H. R. 13091—To provide further for the relief of war minerals producers, and to amend an act entitled "An act to provide relief in cases of contracts connected with the prosecution of the war, and for other purposes," approved Mar. 2, 1919.
Mr. Garland; debated, 1521.
- H. R. 13092—Granting an increase of pension to Mary B. Morgan.
Mr. Bland of Missouri; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13096—Granting a pension to Ella B. Flaherty.
Mr. Coady; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13108—Making appropriations for the naval service for the fiscal year ending June 30, 1921, and for other purposes.
Mr. Butler; approved [Public, No. 243], 7.
- H. R. 13119—Granting a pension to Marie A. Colby.
Mr. Caldwell; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13124—Granting an increase of pension to Ida M. Zimmerman.
Mr. Mudd; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13182—Granting a pension to Marion A. McClelland.
Mr. Copley; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13225—Providing for the allotment of lands within the Fort Belknap Indian Reservation, Mont., and for other purposes.
Mr. Evans of Montana; debated, amended, and passed House, 1514.—Referred to Senate Committee on Indian Affairs, 1544.—Reported with amendment (S. Rept. 805), 3293.—Amended and passed Senate, 3772.—Senate requests conference with House, 3773.—Conferees appointed, 3773, 3973.—House disagrees to Senate amendments, agrees to conference, 3973.—Conference report submitted in House, 4199.—Agreed to, 4199.—Conference report submitted in Senate, 4219.—Agreed to, 4220.—Examined and signed, 4247, 4341.—Presented to the President, 4356.—Approved [Public, No. 375], 4521.
- H. R. 13238—Granting a pension to Anna Lowe.
Mr. Harrell; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13252—Granting a pension to Julia Ann Hopkins.
Mr. Woodyard; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13264—To provide for the award of a medal of merit to the personnel of the merchant marine of the United States of America.
Mr. Greene of Massachusetts; debated, 87.—Amended and passed House, 95.—Referred to Senate Committee on Commerce, 148.—Reported back (S. Rept. 667), 403.—Passed Senate, 403.—Examined and signed, 497, 516.—Presented to the President, 581.—Approved [Public, No. 288], 703.
- H. R. 13266—Making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June 30, 1921, and for other purposes.
Mr. Davis of Minnesota; approved [Public, No. 245], 7.
- H. R. 13302—Granting an increase of pension to Nellie Josephine Merriam.
Mr. Edmonds; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13312—To extend the provisions of the pension act of May 11, 1912, to the officers and enlisted men of all State militia and other State organizations that rendered service to the Union cause during the Civil War for a period of 90 days or more, and providing pensions for their widows, minor children, and dependent parents, and for other purposes.
Mr. Langley; rereferred to Committee on Invalid Pensions, 2756.
- H. R. 13315—Granting an increase of pension to Eva Miller.
Mr. Casey; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13319—For the relief of Wilson Certain.
Mr. Good; debated, 775.—Amended and passed House, 778.—Referred to Senate Committee on Military Affairs, 810.—Reported back (S. Rept. 720), 1995.—Passed Senate, 3757.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Private, No. 103], 4194.
- H. R. 13320—Granting a pension to James E. Mulford.
Mr. Harrell; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13335—For the relief of certain customs employees at the port of Philadelphia who served as acting customs guards during the war emergency.
Mr. Darrow; reported back (H. Rept. 1343), 3589.
- H. R. 13354—Granting a pension to Jacob James.
Mr. Vaile; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13367—Granting a pension to Mary A. Smith.
Mr. Hayden; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13368—Granting a pension to John Donovan.
Mr. Hayden; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13372—Granting a pension to William F. Hawley.
Mr. Hill; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13391—Granting a pension to Eliza J. Gibson.
Mr. Moores of Indiana; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13402—For the purchase of land occupied by experiment vineyards near Fresno and Oakville, Calif.
Mr. Barbour; debated, 380.—Amended and passed House, 395.—Referred to Senate Committee on Agriculture and Forestry, 404.—Reported back (S. Rept. 808), 3530.—Debated and passed Senate, 3773.—Examined and signed, 3872, 3859, 3896.—Presented to the President, 4008.—Approved [Public, No. 356], 4341.
- H. R. 13409—Granting a pension to Mary L. Lewis.
Mr. Caldwell; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13416—Making appropriations for the payment of invalid and other pensions of the United States for the fiscal year ending June 30, 1921, and for other purposes.
Mr. Cannon; amended and passed Senate, 7592.—Approved [Public, No. 244], 7.
- H. R. 13444—Granting a pension to Harriet E. Brown.
Mr. Flood; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13452—Granting a pension to Mary E. Turner.
Mr. Kahn; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13471—Granting a pension to Rufus S. Hataway.
Mr. Huddleston; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13488—Granting a pension to Andrew J. Legg.
Mr. Harrell; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13493—Granting an increase of pension to Isabella W. Williams.
Mr. Lehlbach; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 13499—Authorizing the Secretary of the Interior to sell and patent to J. D. Calhoun, of Lincoln Parish, La., certain lands.
Mr. Wilson of Louisiana; reported with amendment (H. Rept. 1187), 1392.
- H. R. 13500—To amend an act entitled "An act to provide a government for the Territory of Hawaii," approved Apr. 30, 1900, as amended, to establish an Hawaiian homes commission, and for other purposes.
Mr. Kalaniana'ole; recommitted to the Committee on Territories, 29.
- H. R. 13512—For the relief of the Liberty loan subscribers of the North Penn Bank, of Philadelphia, Pa.; Santa Rosa National Bank, Santa Rosa, Calif.; and Mineral City Bank, Mineral City, Ohio.
Mr. Edmonds; debated, 766.
- H. R. 13558—For the purpose of improving the facilities and service of the Bureau of War Risk Insurance, and of further amending and modifying the war risk insurance act, as amended.
Mr. Wason; reported back, 4380.—Debated and passed Senate, 4381.—Examined and signed, 4429, 4508.—Presented to the President, 4543.
- H. R. 13565—Granting a pension to Cynthia Timberlake.
Mr. Fields; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13567—Granting a pension to M. Davis.
Mr. Hayden; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13569—Granting a pension to Clara Mahoney.
Mr. McKinley; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13574—To provide for a modification of the time calendar now in general use in the United States, the modified form to be known as the Liberty Calendar.
Mr. Schall; debated, 4709.
- H. R. 13582—Granting a pension to William H. Ratcliff.
Mr. Ogden; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13592—To authorize certain homestead settlers or entrymen who entered the military or naval service of the United States during the war with Germany to commute their entries.
Mr. Sinnott; reported back, 2182.—Passed Senate, 3761.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Public, No. 351], 4194.
- H. R. 13600—For the relief of Mrs. William B. Ryan.
Mr. Igoe; passed House, 791.—Referred to Senate Committee on Claims, 810.—Reported back (S. Rept. 700), 1542.—Passed Senate, 2305.—Examined and signed, 2477, 2486.—Presented to the President, 2619.—Vetoed, 3228.—Veto message referred to Committee on Claims, 3228.

- H. R. 13606—Granting the consent of Congress to the city of St. Paul, Minn., to construct a bridge across the Mississippi River.
Mr. Keller; passed House, 2756.—Referred to Senate Committee on Commerce, 2764.—Reported back (S. Rept. 781), 3109.—Passed Senate, 3109.—Examined and signed, 3263, 3293.—Presented to the President, 3326.—Approved [Public, No. 321], 3340.
- H. R. 13619—Granting a pension to Minnie Chapman.
Mr. Snell; reported back (H. Rept. 1183) and H. R. 15061 substituted, 2159.
- H. R. 13641—Granting an increase of pension to Sarah A. Scott.
Mr. Johnson of Kentucky; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13649—To amend the Penal Code of the Canal Zone and the navigation rules of the Panama Canal.
Mr. Esch; reported with amendments (H. Rept. 1215), 1853.
- H. R. 13659—Granting a pension to Charles Blaker.
Mr. Mapes; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13675—Granting a pension to Mary Wantz.
Mr. Mann of Illinois; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13688—Granting a pension to Samuel C. Shattler.
Mr. Kearns; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 13695—Granting a pension to Hannah B. Kesler.
Mr. Wilson of Pennsylvania; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13709—Granting an increase of pension to Marion B. Patterson.
Mr. Fisher; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13710—Granting an increase of pension to Catherine F. Edsall.
Mr. Harrel; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13712—Granting a pension to Margaret Williams.
Mr. Lampert; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13714—To refund certain duties paid by the Nash Motors Co.
Mr. Randall of Wisconsin; reported with amendment (H. Rept. 1242), 2100.
- H. R. 13730—Granting a pension to Emily W. Johnson.
Mr. Husted; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13732—Granting a pension to Nathaniel Bittner.
Mr. Kendall; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13734—Granting a pension to Antonette Dierken.
Mr. Linthicum; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13736—Granting a pension to Susanna Spencer.
Mr. Rucker; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13741—Granting an increase of pension to Warner M. Ellis.
Mr. Williams; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13755—Granting an increase of pension to Phoebe A. Rawles.
Mr. Kahn; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 13756—For the relief of William Thomas Matingley.
Mr. Kearns; reported with amendment (H. Rept. 1279), 2401.
- H. R. 13759—Granting a pension to Louisa E. Harrison.
Mr. Purnell; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13762—For the relief of Robert G. Whitfield.
Mr. Summers of Washington; reported back (H. Rept. 1197), 1539.
- H. R. 13763—Granting an increase of pension to Minta Green.
Mr. Taylor of Tennessee; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 13778—Granting a pension to Corydon W. Clark.
Mr. Gould; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13780—Granting an increase of pension to Annie A. Lewis.
Mr. Kennedy of Rhode Island; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13782—Granting a pension to Ellen S. Palmer.
Mr. Purnell; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13784—Granting an increase of pension to John Seidel.
Mr. Sherwood; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13793—Granting a pension to Hattie Hjelmberg.
Mr. Burdick; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13810—Granting an increase of pension to Thomas H. Crocker.
Mr. Green of Iowa; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13818—Granting a pension to Annie S. Miller.
Mr. Kiess; reported back (H. Rept. 1183) and H. R. 15061 substituted, 2159.
- H. R. 13819—Granting a pension to William H. Knowles.
Mr. McLaughlin of Nebraska; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13820—Granting a pension to Catherine Burke.
Mr. Nolan; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13822—Granting a pension to Susan E. Strevel.
Mr. Taylor of Tennessee; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13829—Granting an increase of pension to Sue M. Inness.
Mr. Ayres; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13843—Granting an increase of pension to John Hiley Walker.
Mr. Rubey; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13847—To provide for the closing of Cedar Road between Quincy Street and Shepherd Street NW. in the District of Columbia.
Mr. Zihlman; reported back (H. Rept. 1257), 2179.
- H. R. 13854—Granting an increase of pension to Lucina Heath.
Mr. Dunbar; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13856—Granting a pension to Harriet M. Powers.
Mr. Graham of Illinois; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 13861—Granting a pension to Sallie J. Pile.
Mr. Purnell; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13866—Granting a pension to Annie J. Peters.
Mr. Taylor of Tennessee; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13867—Granting a pension to Sarah Athens.
Mr. Taylor of Tennessee; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13870—Making appropriations for sundry civil expenses of the Government for the fiscal year ending June 30, 1921, and for other purposes.
Mr. Good; conference report submitted in House (H. Rept. 1084), 8283, 8731.—Approved [Public, No. 246], 7.
- H. R. 13888—Granting a pension to Sarah C. Turner.
Mr. Smith of Michigan; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13895—Granting a pension to Addie M. Blair.
Mr. Copley; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13897—Granting an increase of pension to James Sullivan.
Mr. Crowther; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13898—Granting a pension to Edmond D. Judkins.
Mr. Davis of Tennessee; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13911—For the relief of J. Henry Miller (Inc.).
Mr. Britten; debated, 788.
- H. R. 13914—Granting a pension to Elizabeth A. Brown.
Mr. Dallinger; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13918—Granting a pension to Inez Mabel Chase.
Mr. Fuller of Massachusetts; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13920—Granting a pension to Esther A. Blythman.
Mr. Michener; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13922—Granting a pension to Orville George.
Mr. Milligan; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13931—To authorize association of producers of agricultural products.
Mr. Volstead; debated, 311, 360, 369.—Amended and passed Senate, 377.—House disagrees to Senate amendments; asks for conference, 571.—Conferees appointed, 571, 2103.
- H. R. 13934—Granting an increase of pension to Mary Neal.
Mr. Candler; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13937—Granting a pension to Georgianna Curry.
Mr. Kreider; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 13944—Granting pensions and increase of pensions to certain soldiers and sailors of the Civil War and certain widows and dependent children of soldiers and sailors of said war.
Mr. Fuller of Illinois; reported with amendments (S. Rept. 741), 2406.—Referred to Committee on Pensions, 3599.—Reported with amendments (S. Rept. 811), 3656.—Debated, amended, and passed Senate, 3774.—House concurs in Senate amendment, 4008.—Examined and signed, 4097, 4098.—Presented to the President, 4180.—Approved [Private, No. 116], 4521.
- H. R. 13950—Granting an increase of pension to Mary J. Kimbell.
Mr. Kinkaid; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13953—Granting a pension to Mary A. Hale.
Mr. Sanders of New York; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13962—To extend the time for the construction of a bridge across the Monongahela River at or near the borough of Wilson, in the county of Allegheny, in the Commonwealth of Pennsylvania.
Mr. Morin; approved [Public, No. 283], 32.
- H. R. 13966—Granting a pension to Minnie Baker.
Mr. Britten; reference changed to Committee on Invalid Pensions, 4522.
- H. R. 13969—Granting an increase of pension to Henry Oehloff.
Mr. Hicks; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 13970—Granting a pension to Eliza E. Clink.
Mr. McFadden; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 13976—To extend the time for the construction of a bridge across the Allegheny River, at or near Sixteenth Street, in the city of Pittsburgh, county of Allegheny, in the Commonwealth of Pennsylvania.
Mr. Porter; approved [Public, No. 284], 32.

- H. R. 13977—To extend the time for the construction of a bridge across the Allegheny River at or near Millvale Borough, in the county of Allegheny, in the Commonwealth of Pennsylvania.
Mr. Porter; approved [Public, No. 285], 32.
- H. R. 13978—To extend the time for the construction of a bridge across the Ohio River at or near McKees Rocks Borough, in the county of Allegheny, in the Commonwealth of Pennsylvania.
Mr. Porter; approved [Public, No. 286], 32.
- H. R. 13990—Granting a pension to Christian Hess.
Mr. Newton of Minnesota; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14014—Granting an increase of pension to David W. Graves.
Mr. Sims; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14021—To amend the act approved Dec. 23, 1913, known as the Federal reserve act.
Mr. Platt; laid on the table (see bill H. R. 11307), 3586.
- H. R. 14122—To authorize the sale of a portion of the Copper Harbor Range Lighthouse Reservation, Mich., to Houghton and Keeweenaw Counties, Mich.
Mr. James; debated and passed House, 593.—Referred to Senate Committee on Commerce, 684.—Reported back, 2123.—Passed Senate, 2123.—Examined and signed, 2357, 2404.—Presented to the President, 2539.—Approved [Public, No. 302], 2804.
- H. R. 14026—Granting a pension to Mary A. Flick.
Mr. Wilson of Pennsylvania; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14030—Granting a pension to Sarah C. Mattox.
Mr. Ashbrook; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14031—Granting an increase of pension to William A. Benge.
Mr. Bland of Indiana; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14032—Granting a pension to Elizabeth H. Du Hamel.
Mr. Griffin; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14039—Granting a pension to Emma Brock.
Mr. Welty; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14045—Granting a pension to Alice M. Jones.
Mr. Greene of Vermont; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14050—Granting a pension to Manella A. Eastman.
Mr. Lufkin; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14051—Granting a pension to Charles Geiger.
Mr. McKinley; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14053—Granting a pension to Elizabeth Leher.
Mr. Timberlake; reference changed to Committee on Pensions, 447.
- H. R. 14063—Granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy, and certain soldiers and sailors of wars other than the Civil War, and to widows of such soldiers and sailors.
Mr. Sells; reported with amendments (S. Rept. 760), 2625.—Referred to Committee on Pensions, 3599.—Reported with amendments (S. Rept. 812), 3656.—Debated and passed Senate, 3742.—House concurs in Senate amendments, 4008.—Examined and signed, 4048, 4097.—Presented to the President, 4180.—Approved [Private, No. 117], 4521.
- H. R. 14065—Providing for the appraisal and sale of the Vashon Island Military Reservation in the State of Washington, and for other purposes.
Mr. Johnson of Washington; reported with amendments (H. Rept. 1233), 2042.
- H. R. 14074—To amend the shipping act, 1916, as amended.
Mr. Edmonds; laid on the table, 96.
- H. R. 14078—Granting an increase of pension to Margaret E. Murren.
Mr. Goodall; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14079—Granting a pension to Anna M. Hughes.
Mr. Jacoway; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14080—Granting a pension to Alice M. Knox.
Mr. Kelley of Michigan; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14083—Granting a pension to Marie Schneider.
Mr. Raker; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14085—Granting a pension to James L. Phillips.
Mr. Taylor of Tennessee; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14086—Granting a pension to Bessie Wood.
Mr. Taylor of Tennessee; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14096—Granting a pension to Mary J. Finney.
Mr. Yates; reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14104—Granting a pension to Ann A. Hall.
Mr. Ashbrook; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14108—Granting an increase of pension to William W. Burke.
Mr. Howard; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14110—Granting a pension to S. Eliza Faught.
Mr. Hays; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14115—Granting a pension to Taylor Hall.
Mr. Sells; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14116—Granting a pension to Kit Smith.
Mr. Sells; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14117—Granting a pension to John Frund.
Mr. Smith of Idaho; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14118—Granting an increase of pension to Wilhemina Roehl.
Mr. Webster; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14131—Granting an increase of pension to Harry L. Wilson.
Mr. McArthur; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14142—Granting a pension to Edward E. Berry.
Mr. Gallivan; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14143—Granting an increase of pension to William Bieber.
Mr. Linthicum; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14149—Granting a pension to Nina R. Benjamin.
Mr. Treadway; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14157—To provide adjusted compensation for veterans of the World War, to provide revenue therefor, and for other purposes.
Mr. Fordney; reported with amendments (S. Rept. 821), 4041.—Minority report submitted (S. Rept. 821, pt. 2), 4109.—Debated, 4048, 4321, 4392.
- H. R. 14158—Granting the consent of Congress to H. H. Haynes to construct a dike across Mud Slough on Isthmus Inlet in section 23, township 26 south, range 13 west, of Willamette meridian in Oregon.
Mr. Hawley; reported with amendments (H. Rept. 1158), 916.—Debated, passed House, 4210.—Referred to Senate Committee on Commerce, 4219.
- H. R. 14169—Granting a pension to Adella J. Fiske.
Mr. Paige; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14181—Granting a pension to George F. Phillips.
Mr. Hersey; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14183—Granting an increase of pension to Matilda E. Ames.
Mr. Kahn; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14189—Granting a pension to Lucy Esterbrooks.
Mr. Snell; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14191—Granting an increase of pension to Emilyn L. Bennett.
Mr. Stiness; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14192—Granting a pension to Cena M. Maples.
Mr. Taylor of Tennessee; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14193—Granting a pension to James Cantrell.
Mr. Taylor of Tennessee; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14194—Granting an increase of pension to William Sondergaard.
Mr. Webster; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14201—Granting an increase of pension to Clara Larish.
Mr. Leshner; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14205—Granting an increase of pension to Mary Polo.
Mr. Snell; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14210—Granting a pension to Ella K. Johnson.
Mr. Dale; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14211—Granting a pension to Frances Ann Sherlaw.
Mr. Dale; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14215—Granting an increase of pension to Ada L. Kinsey.
Mr. Graham of Pennsylvania; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14219—Granting an increase of pension to Mary V. Benton.
Mr. Rose; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14230—Granting a pension to Eleanor W. Massey.
Mr. Husted; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14232—Granting a pension to Florence J. Atchison.
Mr. McKenzie; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14233—Granting a pension to Laura E. Gardner.
Mr. McLaughlin of Nebraska; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14235—Granting a pension to Helen M. Gross.
Mr. Olney; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14236—Granting an increase of pension to Nicholas Brady.
Mr. Olney; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14243—Granting a pension to Grace A. Kimmer.
Mr. Glynn; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14244—Granting an increase of pension to Jacob Mandelbaum.
Mr. Goldfogle; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14246—Granting a pension to Agnes Fowler.
Mr. Jones of Pennsylvania; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.

- H. R. 14247—Granting an increase of pension to Malissa M. A. Carlson. Mr. Lee of Georgia; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14251—Granting a pension to Annie L. Marksbury. Mr. Moores of Indiana; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14253—Granting a pension to Luella E. Foote. Mr. Smith of Michigan; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14259—For permit to construct a toll bridge across the Tennessee River, Marshall County, Ala., at a point one-half mile north of Guntersville, Ala. Mr. Rainey of Alabama; reported with amendments (H. Rept. 1198), 1539.
- H. R. 14261—Granting a pension to Charles F. George. Mr. Ashbrook; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14262—Granting a pension to James S. George. Mr. Ashbrook; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14263—Granting a pension to Gertrude G. Brown. Mr. Begg; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14265—Granting an increase of pension to Sallie C. Goodman. Mr. Dominick; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14266—Granting an increase of pension to W. Walter Branyan. Mr. Focht; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14267—Granting a pension to Harriet Barnes. Mr. Fordney; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14268—Granting a pension to Mary Hist. Mr. Fordney; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14269—Granting a pension to Ellen Smith. Mr. Gard; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14272—Granting a pension to Martha Short. Mr. Sells; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14276—Granting a pension to Eliza Macomber. Mr. McLaughlin of Michigan; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14278—Granting a pension to Mary V. Barlow. Mr. Mondell; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14281—Granting a pension to Olga Staunter. Mr. Valle; reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14288—Granting a pension to Lola Beebe. Mr. Brumbaugh; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14289—For the relief of Col. Herbert Deakynne, Corps of Engineers, United States Army. Mr. Dupré; Committee on Military Affairs discharged, and referred to Committee on Claims, 1392.
- H. R. 14294—Granting an increase of pension to Mary E. Lynde. Mr. Mudd; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14295—Granting a pension to Bridget Margaret Geraghty. Mr. Phelan; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14300—Granting a pension to Margaret Gilbow. Mr. Snell; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14305—Granting a pension to Harriet E. Sabin. Mr. Treadway; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14307—Granting a pension to Edwin S. Fager. Mr. Vestal; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14311—To authorize the improvement of Red Lake and Red Lake River, in the State of Minnesota, for navigation, drainage, and flood-control purposes. Mr. Steenerson; debated and passed House, 1522.—Referred to Senate Committee on Commerce, 1544.—Reported with amendments (S. Rept. 758), 2625.—Debated, amended, and passed Senate, 2918.—House agrees to Senate amendments, 3143.—Examined and signed, 3263, 3293.—Presented to the President, 3326.—Approved [Public, No. 320], 3630.
- H. R. 14315—To authorize an appropriation to enable the Secretary of the Treasury to provide medical, surgical, and hospital services and supplies for patients of the Bureau of War Risk Insurance and of the Federal Board for Vocational Education, Division of Rehabilitation, suffering from neuro-psychiatric and tubercular ailments and diseases, and for other purposes. Mr. Langley; laid on the table, 2753.
- H. R. 14316—Granting an increase of pension to Albert Young. Mr. Burroughs; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14317—Granting a pension to Lourinda McIntosh Ross. Mr. Carss; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14318—Granting a pension to Daisy M. Tibbott. Mr. Crisp; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14319—Granting a pension to Mary E. Taylor. Mr. Hill; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14320—Granting a pension to Naoma Doble. Mr. Kinkaid; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14323—Granting an increase of pension to Addie Martha Blevans. Mr. Luhring; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14324—Granting an increase of pension to Miranda Johnston. Mr. Luhring; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14325—Granting an increase of pension to Elbert M. Deffendall. Mr. Luhring; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14326—Granting an increase of pension to Mary L. Neville. Mr. Luhring; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14327—Granting an increase of pension to Catharine Conn. Mr. Luhring; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14331—Granting a pension to Orpha Conroy. Mr. Snell; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14332—Granting a pension to Clara E. Fritcher. Mr. Sanders of New York; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14339—Granting an increase of pension to Roxie L. Colbert. Mr. Ayres; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14341—Granting an increase of pension to Mervin A. Coshun. Mr. Brooks of Pennsylvania; reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14343—Granting a pension to Indiana Abbott. Mr. Dunbar; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14346—Granting a pension to Alice M. Burke. Mr. Kennedy of Rhode Island; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14349—Granting a pension to Annie Beck. Mr. Rose; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14352—Granting an increase of pension to Charles Hurlie. Mr. Sells; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14358—Granting the consent of Congress for the construction of a bridge across the Savannah River at or near Sanders Ferry, and between the counties of Anderson, S. C., and Elbert, Ga. Mr. Dominick; reported back (H. Rept. 1230), 2042.
- H. R. 14359—Granting an increase of pension to Elvira M. Anderson. Mr. Chindblom; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14361—Granting an increase of pension to Jarus S. Dickinson. Mr. King; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14364—Granting an increase of pension to Amelia J. Barnard. Mr. Olney; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14368—To provide revenue, encourage domestic industries, and make provision for the national defense by the elimination, through the assessment of special duties, of unfair foreign competition in the sale of aeroplanes imported into the United States, and for other purposes. Mr. Tilson; referred to Senate Committee on Finance, 44.
- H. R. 14372—Granting an increase of pension to Catharine Pentz. Mr. Ayres; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14380—Granting an increase of pension to May A. Chorpennig. Mr. Kinkaid; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14382—For the relief of the Delaware River Litterage Co. Mr. Vore; reported with amendments (H. Rept. 1193), 1488.
- H. R. 14386—To amend section 10 of the act approved Dec. 23, 1913, known as the Federal reserve act. Mr. Platt; debated, 3587.
- H. R. 14393—Granting a pension to Sarah Elizabeth Cottrell. Mr. Burdick; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14394—Granting a pension to Josephine Olson. Mr. Dowell; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14397—Granting a pension to Elizabeth Corbly. Mr. Garland; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14402—Granting a pension to John D. Gardner. Mr. Luhring; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14405—Granting a pension to Flora McMann. Mr. McLaughlin of Michigan; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14406—Granting a pension to Elizabeth Borden. Mr. Snell; reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14408—Granting an increase of pension to Bruce E. Townsend. Mr. Thompson; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14434—Granting a pension to Fred Nilan. Mr. Phelan; reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14435—Granting a pension to Isaac N. Bayless. Mr. Sells; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.

- H. R. 14439—Granting a pension to Emma Colt. Mr. White of Kansas; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14441—To provide a national budget system and an independent audit of Government accounts, and for other purposes. Mr. Good; debated, 2001.
- H. R. 14448—Granting a pension to Minnie M. Evans. Mr. Ashbrook; reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14453—Granting a pension to Mary E. Finson. Mr. Hersey; reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14459—Granting a pension to Sadie Judith Tharp. Mr. Wright; reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14461—To limit the immigration of aliens into the United States. Mr. Johnson of Washington; reported from Committee on Immigration and Naturalization (H. Rept. 1109; minority, H. Rept. 1109, pt. 2), 10.—Debated, 135, 171, 225, 285, 4553, 4549, 4550, 4554, 4558, 4563, 4690, 4711.—Amended and passed House, 286.—Referred to Senate Committee on Immigration, 308.—Reported with amendment (S. Rept. 789), 3170.—Debated, 3299, 3442.—Amended and passed Senate, 3464.—Senate requests conference with House, 3464.—Conferees appointed, 3464, 3564.—House disagrees to Senate amendments, and agrees to conference, 3564.—Conference report submitted in House (H. Rept. 1351), 3630, 3964.—Agreed to, 3964.—Conference report submitted in Senate, 3936.—Agreed to, 3937.—Examined and signed, 4008, 4022.—Presented to the President, 4097.
- H. R. 14462—Providing monthly payment of pensions. Mr. Ricketts; Committee on Invalid Pensions, 10.
- H. R. 14463—To provide revenue for the Government by increasing the duties on manufactures of asbestos, and for other purposes. Mr. Watson; Committee on Ways and Means, 10.
- H. R. 14464—To amend the act of Congress approved July 17, 1916, known as the Federal farm loan act. Mr. McLaughlin of Nebraska; Committee on Banking and Currency, 10.
- H. R. 14465—To increase the import duty on wheat and wheat products. Mr. Summers of Washington; Committee on Ways and Means, 10.
- H. R. 14466—Levying a tax upon future sales of food commodities, including grain, meat, and fruit on any exchange or board of trade, and providing a penalty for the violation thereof. Mr. Evans of Nebraska; Committee on Ways and Means, 10.
- H. R. 14467—To provide for an embargo on wool, and for a retroactive duty on wool imported between Dec. 6, 1920, and the date of the approval of this act. Mr. Sinnott; Committee on Ways and Means, 10.
- H. R. 14468—To exempt from taxation those United States Government bonds known as Liberty bonds and Victory bonds. Mr. Osborne; Committee on Ways and Means, 10.
- H. R. 14469—To amend an act entitled "An act to create a Federal Power Commission; to provide for the improvement of navigation; the development of water power; the use of the public lands in relation thereto; and to repeal section 18 of the river and harbor appropriation act, approved Aug. 8, 1917, and for other purposes," approved June 10, 1920. Mr. Esch; Select Committee on Water Power, 10.—Reported with amendments (H. Rept. 1299), 2685.—Laid on the table (see bill S. 4554), 4204.
- H. R. 14470—To make the national prohibition act applicable to the Philippine Islands and other territory subject to the jurisdiction of the United States. Mr. Randall of California; Committee on the Judiciary, 10.
- H. R. 14471—To amend paragraph 220, Schedule G, of the tariff act of Oct. 3, 1913. Mr. Randall of California; Committee on Ways and Means, 10.
- H. R. 14472—To repeal an act entitled "An act to prohibit the manufacture or sale of alcoholic liquors in the Territory of Alaska, and for other purposes," approved Feb. 14, 1917. Mr. Grigsby; Committee on the Judiciary, 10.
- H. R. 14473—To relieve housing conditions by the encouragement of investments in real estate mortgages. Mr. Hutchinson; Committee on Ways and Means, 10.
- H. R. 14474—To amend Schedule G, including paragraphs 186 to 236, both inclusive, of the tariff act of Oct. 3, 1913, and to repeal said Schedule G, including paragraphs 186 to 236, both inclusive, and paragraphs 434, 435, 465, 466, 545, 557, 581, 589, 619, 622, and 644 of said act. Mr. Evans of Nebraska; Committee on Ways and Means, 10.
- H. R. 14475—To provide revenue for the Government by placing import duties on wheat and flour. Mr. Strong of Kansas; Committee on Ways and Means, 10.
- H. R. 14476—To repeal paragraphs 581 and 644 of the tariff act of Oct. 3, 1913, to reduce tariff duties and provide revenue for the Government, and for other purposes. Mr. Tincher; Committee on Ways and Means, 10.
- H. R. 14477—To maintain the forest experiment station in the State of Colorado. Mr. Timberlake; Committee on Appropriations, 10.
- H. R. 14478—To make the national prohibition act applicable to the Philippine Islands and other territory subject to the jurisdiction of the United States. Mr. Volstead; Committee on the Judiciary, 10.
- H. R. 14479—To provide that enlisted men of the Army who are rated as specialists may count their pay as such specialists toward retirement pay. Mr. Kahn; Committee on Military Affairs, 10.
- H. R. 14480—To limit rate of interest chargeable to Federal reserve banks to 5 per cent per annum. Mr. Brand; Committee on Banking and Currency, 10.
- H. R. 14481—To provide for the independence of the Philippine Islands. Mr. King; Committee on Insular Affairs, 10.
- H. R. 14482—To provide for the construction of a public building at Greer, S. C. Mr. Nichols; Committee on Public Buildings and Grounds, 10.
- H. R. 14483—To provide for the construction of a public building at Spartanburg, S. C. Mr. Nichols; Committee on Public Buildings and Grounds, 10.
- H. R. 14484—To provide for the erection of a public building at Long Beach, Calif. Mr. Randall of California; Committee on Public Buildings and Grounds, 10.
- H. R. 14485—To provide for the purchase of a site and erection of a public building at Pomona, Calif. Mr. Randall of California; Committee on Public Buildings and Grounds, 10.
- H. R. 14486—For purchasing a site for the erection of a public building at Columbus, Ohio. Mr. Brumbaugh; Committee on Public Buildings and Grounds, 10.
- H. R. 14487—Providing for the extension of the post office and public building at Fond du Lac, Wis. Mr. Lampert; Committee on Public Buildings and Grounds, 10.
- H. R. 14488—To provide that robbery of a Federal reserve bank or member bank shall constitute a felony, and for other purposes. Mr. Dyer; Committee on the Judiciary, 10.
- H. R. 14489—Providing for the appointment of an additional district judge for the southern judicial district of the State of West Virginia. Mr. Echols; Committee on the Judiciary, 10.
- H. R. 14490—To transfer the Panhandle and Plains section of Texas and Oklahoma to the United States standard central time zone. Mr. Jones of Texas; Committee on Interstate and Foreign Commerce, 10.—Reported back (H. Rept. 1289), 2539.—Passed House, 4485.—Resolution to correct enrolled bill, 4519.—Passed Senate, 4415.—Examined and signed, 4523, 4543.—Presented to the President, 4544.—Approved [Public, No. 401], 4544.
- H. R. 14491—For the retirement of former officers of the Philippine Scouts. Mr. Valle; Committee on Military Affairs, 10.
- H. R. 14492—To authorize the Secretary of the Treasury to release the St. Louis & San Francisco Railway Co. from reconstructing its highway and approaches across its bridge at Memphis, Tenn. Mr. Caraway; Committee on Interstate and Foreign Commerce, 10.—Reported with amendments (H. Rept. 1337), 3438.
- H. R. 14493—For the relief of the Philippine Scouts officers. Mr. Dyer; Committee on Military Affairs, 10.
- H. R. 14494—To provide for the enlargement of the Federal building at Boise, Idaho. Mr. Smith of Idaho; Committee on Public Buildings and Grounds, 10.
- H. R. 14495—To regulate the filling of vacancies in the Corps of Cadets at the United State Military Academy not otherwise provided for by existing law, and for other purposes. Mr. Morin; Committee on Military Affairs, 10.
- H. R. 14496—For the enlargement of the Federal building at Missoula, Mont. Mr. Evans of Montana; Committee on Public Buildings and Grounds, 10.
- H. R. 14497—To suspend the requirements of annual assessment work on mining claims during the year 1920. Mr. Evans of Nevada; Committee on Mines and Mining, 10.
- H. R. 14498—For the apportionment of Representatives in Congress amongst the several States under the Fourteenth Census. Mr. Siegel; Committee on the Census, 10.—Reported back (H. Rept. 1173), 1181.—Debated, 1627, 1677, 4692.—Amended and passed House, 1694.—Referred to Senate Committee on the Census, 1697.
- H. R. 14499—Providing for a grant of land to the State of Washington for a biological station and general research purposes. Mr. Hadley; Committee on Military Affairs, 10.
- H. R. 14500—To amend section 6 of an act approved Jan. 17, 1914, entitled "An act to prohibit the importation and use of opium for other than medicinal purposes," approved Feb. 9, 1909. Mr. Miller; Committee on Ways and Means, 10.
- H. R. 14501—Granting a pension to Joseph F. Ritcherdsen. Mr. Ayres; Committee on Invalid Pensions, 11.
- H. R. 14502—Granting a pension to Lucinda Buckles. Mr. Ayres; Committee on Invalid Pensions, 11.
- H. R. 14503—Granting a pension to Adaline C. Bellew. Mr. Ayres; Committee on Invalid Pensions, 11.—Reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14504—Granting a pension to Rose Dodge. Mr. Ayres; Committee on Invalid Pensions, 11.—Reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14505—Granting a pension to Ella Abolt. Mr. Ayres; Committee on Invalid Pensions, 11.
- H. R. 14506—Granting a pension to Hattie A. J. Tomlinson. Mr. Begg; Committee on Invalid Pensions, 11.
- H. R. 14507—Granting a pension to Minnie Aldaffer. Mr. Begg; Committee on Invalid Pensions, 11.—Reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14508—Granting a pension to Erwin A. Ogden. Mr. Begg; Committee on Invalid Pensions, 11.
- H. R. 14509—Granting a pension to Mary E. Harris. Mr. Begg; Committee on Invalid Pensions, 11.—Reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.

- H. R. 14510—Granting a pension to Leah F. Ruess.
Mr. Begg; Committee on Invalid Pensions, 11.—Reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14511—Granting a pension to Thomas Link.
Mr. Begg; Committee on Invalid Pensions, 11.
- H. R. 14512—Granting a pension to Mary M. Lytel.
Mr. Begg; Committee on Invalid Pensions, 11.
- H. R. 14513—Granting a pension to Anna Snyder.
Mr. Begg; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14514—Granting a pension to Burton Vincent.
Mr. Brumbaugh; Committee on Pensions, 12.
- H. R. 14515—Granting a pension to Mary Nease.
Mr. Brumbaugh; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14516—Granting a pension to Walter Scott Ingalls.
Mr. Burroughs; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14517—Granting a pension to Augusta Harrington.
Mr. Cars; Committee on Invalid Pensions, 12.
- H. R. 14518—Granting a pension to Margaret J. Wadsworth.
Mr. Crowther; Committee on Invalid Pensions, 12.
- H. R. 14519—Granting a pension to Anna M. Shannon.
Mr. Crowther; Committee on Pensions, 12.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14520—Granting a pension to Nettie McMasters.
Mr. Crowther; Committee on Invalid Pensions, 12.
- H. R. 14521—Granting an increase of pension to Annie N. Sullivan.
Mr. Davis of Tennessee; Committee on Pensions, 12.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14522—Granting a pension to Margaret McNulty.
Mr. Dyer; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14523—Granting a pension to Susie F. Woolfolk.
Mr. Dyer; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14524—Granting an increase of pension to Mabel Turton.
Mr. Dyer; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14525—Granting a pension to Bridget Kuhlman.
Mr. Elliott; Committee on Pensions, 12.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14526—Granting a pension to Sarah A. Thornburg.
Mr. Elliott; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14527—Granting an increase of pension to Catharine Kinder.
Mr. Elliott; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14528—Granting an increase of pension to Bridget Hopkins.
Mr. Fuller of Illinois; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14529—Granting an increase of pension to Caroline Bartlett.
Mr. Fuller of Illinois; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14530—Granting an increase of pension to Sarah E. Flisk.
Mr. Fuller of Illinois; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14531—Granting an increase of pension to Mary M. Tullock.
Mr. Fuller of Illinois; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14532—Granting an increase of pension to Walter J. Hawthorne.
Mr. Glynn; Committee on Pensions, 12.
- H. R. 14533—For the relief of James Frazier.
Mr. Goldfogle; Committee on Claims, 12.
- H. R. 14534—Granting a pension to Adeline R. Burroughs.
Mr. Goodall; Committee on Invalid Pensions, 12.
- H. R. 14535—Granting a pension to Ida L. Bresee.
Mr. Hill; Committee on Invalid Pensions, 12.
- H. R. 14536—Granting a pension to Allen Bogart.
Mr. Hill; Committee on Invalid Pensions, 12.
- H. R. 14537—Granting a pension to Margaret S. Morrall.
Mr. Hill; Committee on Invalid Pensions, 12.
- H. R. 14538—Granting a pension to Adeline F. Terry.
Mr. Hill; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14539—Granting an increase of pension to Prudence Francisco.
Mr. Hill; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14540—Granting an increase of pension to Emma E. McCready.
Mr. Hill; Committee on Pensions, 12.
- H. R. 14541—Granting a pension to Teresa M. Strain.
Mr. Huddleston; Committee on Pensions, 12.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14542—Granting a pension to John C. Butler.
Mr. Kearns; Committee on Pensions, 12.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14543—Granting an increase of pension to Ellen Day.
Mr. Kearns; Committee on Pensions, 12.
- H. R. 14544—Granting a pension to George Parker.
Mr. Kearns; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14545—Granting a pension to Amanda Huddleson.
Mr. Kearns; Committee on Invalid Pensions, 12.
- H. R. 14546—Granting a pension to Sanderson Adkins.
Mr. Kearns; Committee on Invalid Pensions, 12.
- H. R. 14547—Granting a pension to Louise Nieder.
Mr. Kearns; Committee on Pensions, 12.
- H. R. 14548—Granting an increase of pension to Clifton Fenton.
Mr. Kearns; Committee on Pensions, 12.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14549—Granting a pension to Mary E. Gaines Crawford.
Mr. Kearns; Committee on Invalid Pensions, 12.
- H. R. 14550—Granting a pension to Lewylna Hoffer.
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- H. R. 14551—Granting a pension to Sarah A. Petty.
Mr. Kelley of Michigan; Committee on Invalid Pensions, 12.
- H. R. 14552—Granting a pension to Elina A. Adams.
Mr. Kelley of Michigan; Committee on Invalid Pensions, 12.
- H. R. 14553—Granting a pension to William Margo.
Mr. Kelley of Michigan; Committee on Pensions, 12.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14554—Granting a pension to Lena Persell.
Mr. Kelly of Pennsylvania; Committee on Pensions, 12.
- H. R. 14555—Granting a pension to Jennie Fleming.
Mr. Kelly of Pennsylvania; Committee on Invalid Pensions, 12.—Reference changed to Committee on Pensions, 1235.
- H. R. 14556—Granting a pension to Cornelius M. Woodyard.
Mr. Kelly of Pennsylvania; Committee on Invalid Pensions, 12.
- H. R. 14557—For the relief of William C. Burgess.
Mr. Kelly of Pennsylvania; Committee on Claims, 12.
- H. R. 14558—For the relief of Walter P. King.
Mr. Kelly of Pennsylvania; Committee on Claims, 12.
- H. R. 14559—For the relief of Thomas A. McInerney.
Mr. Kelly of Pennsylvania; Committee on Claims, 12.
- H. R. 14560—Granting a pension to Annie F. Hickey.
Mr. Kennedy of Rhode Island; Committee on Pensions, 12.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14561—Granting an increase of pension to Edward Halloran.
Mr. Kennedy of Rhode Island; Committee on Pensions, 12.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14562—Granting a pension to Eunice R. Tripp.
Mr. Kiess; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14563—Granting a pension to Martha J. Colestock.
Mr. Kiess; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14564—Granting a pension to Hiram Willson.
Mr. Kiess; Committee on Invalid Pensions, 12.
- H. R. 14565—Granting an increase of pension to Rebecca Zellers.
Mr. Kiess; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14566—Granting a pension to Parthenia Robinson.
Mr. King; Committee on Invalid Pensions, 12.
- H. R. 14567—Granting an increase of pension to Harrison Bernard Taylor.
Mr. King; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14568—Granting a pension to Nancy J. Parker.
Mr. Kraus; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14569—Granting an increase of pension to Paul L. Bahr.
Mr. Kraus; Committee on Pensions, 12.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14570—Granting an increase of pension to Charles M. Baughman.
Mr. Kraus; Committee on Pensions, 12.
- H. R. 14571—Granting a pension to Esther F. Davison.
Mr. Lampert; Committee on Pensions, 12.
- H. R. 14572—Granting a pension to Elenore Adams.
Mr. Lampert; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14573—Granting a pension to Myra C. Robbins.
Mr. Lampert; Committee on Invalid Pensions, 12.
- H. R. 14574—Granting an increase of pension to Natalia Allen.
Mr. Lampert; Committee on Invalid Pensions, 12.
- H. R. 14575—For the relief of Della Russell McNamee.
Mr. Lampert; Committee on War Claims, 12.
- H. R. 14576—Granting a pension to John E. Stidham.
Mr. Langley; Committee on Pensions, 12.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14577—Granting an increase of pension to Cornelius Meek.
Mr. Langley; Committee on Pensions, 12.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14578—Granting a pension to Belle Sturgill.
Mr. Langley; Committee on Pensions, 12.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14579—Granting a pension to Andrew H. Rowley.
Mr. Luce; Committee on Invalid Pensions, 12.
- H. R. 14580—For the relief of Anne Liebold.
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- H. R. 14581—Granting a pension to John E. Austin.
Mr. Miller; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14582—Granting a pension to Charles G. Sullivan.
Mr. McArthur; Committee on Pensions, 12.
- H. R. 14583—Granting a pension to Alice G. Hudson.
Mr. McArthur; Committee on Pensions, 12.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14584—Granting a pension to Lizzie E. Kizer.
Mr. McArthur; Committee on Invalid Pensions, 12.

H. R. 14585—Granting a pension to Lelia Crawford. Mr. McFadden; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.

H. R. 14586—Granting a pension to Ella Parsons. Mr. McFadden; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.

H. R. 14587—To correct the military record of Edwin F. Chamberlin. Mr. McFadden; Committee on Military Affairs, 12.

H. R. 14588—Granting a pension to Eliza A. Henry. Mr. McKinley; Committee on Invalid Pensions, 12.

H. R. 14589—Granting an increase of pension to Joseph A. Maguire. Mr. McKinley; Committee on Pensions, 12.

H. R. 14590—For the relief of the Thompson-Vache Boat Co. Mr. Nelson of Missouri; Committee on Claims, 12.

H. R. 14591—Granting a pension to Almira Mason. Mr. Osborne; Committee on Invalid Pensions, 12.

H. R. 14592—Granting a pension to Rebecca Backman. Mr. Osborne; Committee on Invalid Pensions, 12.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.

H. R. 14593—Granting a pension to May E. Carsten. Mr. Osborne; Committee on Invalid Pensions, 12.

H. R. 14594—Granting a pension to Susan A. McBride. Mr. Osborne; Committee on Invalid Pensions, 13.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.

H. R. 14595—Granting a pension to Mary Hurley. Mr. Osborne; Committee on Invalid Pensions, 13.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.

H. R. 14596—Granting a pension to Ackley R. Plumstead. Mr. Osborne; Committee on Invalid Pensions, 13.—Reference changed to Committee on Pensions, 1018.

H. R. 14597—Granting a pension to Mary M. Raush. Mr. Osborne; Committee on Invalid Pensions, 13.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.

H. R. 14598—Granting a pension to Lovina Taylor. Mr. Osborne; Committee on Invalid Pensions, 13.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.

H. R. 14599—Granting a pension to Mattie Rowney. Mr. Osborne; Committee on Invalid Pensions, 13.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.

H. R. 14600—Granting a pension to Sallie A. Moore. Mr. Osborne; Committee on Invalid Pensions, 13.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.

H. R. 14601—Granting a pension to Otis B. Clark. Mr. Osborne; Committee on Pensions, 13.

H. R. 14602—Granting a pension to William A. Johnson. Mr. Parrish; Committee on Pensions, 13.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.

H. R. 14603—For the relief of M. W. McCord. Mr. Parrish; Committee on Claims, 13.

H. R. 14604—For the relief of Andrew M. Dunlop. Mr. Raker; Committee on Claims, 13.

H. R. 14605—For the relief of the heirs of Rocco De Muccio. Mr. Riordan; Committee on Claims, 13.

H. R. 14606—Granting a pension to Louisa Bailey. Mr. Robson of Kentucky; Committee on Invalid Pensions, 13.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.

H. R. 14607—Granting a pension to Sarah Winfield Holt. Mr. Robson of Kentucky; Committee on Pensions, 13.

H. R. 14608—Granting a pension to Mahala Jane Patterson. Mr. Robson of Kentucky; Committee on Invalid Pensions, 13.

H. R. 14609—Granting a pension to Sarah E. Campbell. Mr. Robson of Kentucky; Committee on Invalid Pensions, 13.

H. R. 14610—Granting a pension to Sarah Leger. Mr. Robson of Kentucky; Committee on Invalid Pensions, 13.

H. R. 14611—Granting a pension to Nancy C. Patrick. Mr. Robson of Kentucky; Committee on Invalid Pensions, 13.

H. R. 14612—Granting a pension to Nannie L. Baker. Mr. Robson of Kentucky; Committee on Pensions, 13.

H. R. 14613—Granting a pension to Sallie Slusher. Mr. Robson of Kentucky; Committee on Pensions, 13.

H. R. 14614—Granting a pension to Charles M. Green. Mr. Robson of Kentucky; Committee on Pensions, 13.

H. R. 14615—Granting a pension to John Sopher. Mr. Robson of Kentucky; Committee on Pensions, 13.

H. R. 14616—Granting a pension to Jack Wells. Mr. Robson of Kentucky; Committee on Pensions, 13.

H. R. 14617—Granting a pension to Pearl Jones. Mr. Robson of Kentucky; Committee on Pensions, 13.

H. R. 14618—Granting a pension to John A. Napier. Mr. Robson of Kentucky; Committee on Pensions, 13.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.

H. R. 14619—Granting a pension to George D. Hendrickson. Mr. Robson of Kentucky; Committee on Pensions, 13.

H. R. 14620—Granting an increase of pension to Lydia Vicens. Mr. Robson of Kentucky; Committee on Pensions, 13.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.

H. R. 14621—Granting an increase of pension to William M. Edwards. Mr. Robson of Kentucky; Committee on Pensions, 13.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.

H. R. 14622—Granting an increase of pension to Alice F. Parrigin. Mr. Robson of Kentucky; Committee on Invalid Pensions, 13.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.

H. R. 14623—Granting an increase of pension to Judah Howard. Mr. Robson of Kentucky; Committee on Invalid Pensions, 13.

H. R. 14624—To correct the military record of Martin A. Jones. Mr. Robson of Kentucky; Committee on Military Affairs, 13.

H. R. 14625—Granting a pension to Martin Beckler. Mr. Sanders of New York; Committee on Pensions, 13.

H. R. 14626—Granting a pension to Elizabeth Shears. Mr. Sanders of New York; Committee on Invalid Pensions, 13.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.

H. R. 14627—Granting a pension to Wilber Ferguson. Mr. Sanders of New York; Committee on Invalid Pensions, 13.

H. R. 14628—Granting an increase of pension to Eunice C. Adams. Mr. Sanders of New York; Committee on Invalid Pensions, 13.

H. R. 14629—For the relief of Jeremiah J. Murray. Mr. Sanders of New York; Committee on Interstate and Foreign Commerce, 13.

H. R. 14630—Granting an increase of pension to Ida Cohen. Mr. Siegel; Committee on Pensions, 13.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.

H. R. 14631—Granting a pension to Ella G. Brock. Mr. Smithwick; Committee on Pensions, 13.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.

H. R. 14632—Granting a pension to Mary B. Preston. Mr. Smithwick; Committee on Invalid Pensions, 13.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.

H. R. 14633—Granting an increase of pension to Lula L. Abbott. Mr. Smithwick; Committee on Pensions, 13.

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H. R. 14635—For the relief of J. W. Braxton. Mr. Smithwick; Committee on Claims, 13.

H. R. 14636—Granting a pension to Mary Rooney. Mr. Snyder; Committee on Pensions, 13.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.

H. R. 14637—Granting a pension to Lucy Monahan. Mr. Snyder; Committee on Invalid Pensions, 13.

H. R. 14638—Granting a pension to Parthena S. Tennant. Mr. Snyder; Committee on Invalid Pensions, 13.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.

H. R. 14639—Granting an increase of pension to Cynthia M. James. Mr. Snyder; Committee on Invalid Pensions, 13.

H. R. 14640—Granting an increase of pension to Charles E. Benson. Mr. Snyder; Committee on Pensions, 13.

H. R. 14641—Granting a pension to Philip B. Depp. Mr. Strong of Pennsylvania; Committee on Invalid Pensions, 13.

H. R. 14642—Granting a pension to Amanda J. S. Brockway. Mr. Strong of Pennsylvania; Committee on Invalid Pensions, 13.—Reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.

H. R. 14643—Granting a pension to Joseph Serra. Mr. Strong of Pennsylvania; Committee on Pensions, 13.

H. R. 14644—Granting an increase of pension to Ella C. Reynolds. Mr. Strong of Pennsylvania; Committee on Invalid Pensions, 13.

H. R. 14645—Granting a pension to Hattie E. Alexander. Mr. Taylor of Colorado; Committee on Invalid Pensions, 13.

H. R. 14646—Granting an increase of pension to Ellen G. Cassidy. Mr. Taylor of Colorado; Committee on Invalid Pensions, 13.

H. R. 14647—Granting a pension to Jennie B. Spiker. Mr. Towner; Committee on Invalid Pensions, 13.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.

H. R. 14648—Granting an increase of pension to Elizabeth A. Wheeler. Mr. Towner; Committee on Invalid Pensions, 13.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.

H. R. 14649—Granting an increase of pension to Hosea G. Messersmith. Mr. Towner; Committee on Invalid Pensions, 13.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.

H. R. 14650—Granting a pension to Margaret Coyle. Mr. Valle; Committee on Invalid Pensions, 13.

H. R. 14651—Granting a pension to Nelson E. Buckman. Mr. Valle; Committee on Pensions, 13.

H. R. 14652—For the relief of Dennis Sexton. Mr. Valle; Committee on Claims, 13.

H. R. 14653—For the relief of John Doyle, alias John Geary. Mr. Valle; Committee on Military Affairs, 13.

H. R. 14654—Levying a tax upon future sales of food commodities, including grain, meat, and fruit, on any exchange or board of trade, and providing a penalty for the violation thereof. Mr. Dickinson of Iowa; Committee on Agriculture, 10.

H. R. 14655—To provide revenue for the Government and to maintain in the United States the production of wheat and corn and their products. Mr. McLaughlin of Nebraska; Committee on Ways and Means, 10.

H. R. 14656—To prevent the sale of cotton and grain in future markets. Mr. Caraway; Committee on Agriculture, 11.

H. R. 14657—Providing for the levying, collection, and payment of taxes upon contracts for the future delivery of grain, grain products, and cotton, and options for such contracts. Mr. Tineher; Committee on Agriculture, 11.

H. R. 14658—To punish the sending through the mails any publication that stirs up racial or religious hatred. Mr. Emerson; Committee on the Post Office and Post Roads, 11.

H. R. 14659—Providing for the transfer from the War Department of certain motor vehicles, apparatuses, equipment, and supplies, including uniform equipment, for the use of the police and fire departments of the District of Columbia. Mr. Johnson of South Dakota; Committee on Military Affairs, 36.

H. R. 14660—For the public sale of post-office site on the west side of South Main Street in the city of Bethlehem, Pa. Mr. Steele; Committee on Public Buildings and Grounds, 36.—Reported with amendment (H. Rept. 1136), 544.

- H. R. 14661—To amend the act entitled "An act to reduce tariff duties and to provide revenue for the Government, and for other purposes," approved Oct. 3, 1913.
Mr. Mott; Committee on Ways and Means, 36.
- H. R. 14662—To amend an act entitled "An act making appropriations to supply deficiencies in appropriations for the fiscal year 1915 and for prior years, and for other purposes," as amended Mar. 21, 1918.
Mr. Barbour; Committee on the Public Lands, 36.
- H. R. 14663—To regulate the manufacture and sale of all woolen cloth and fabrics containing wool, mohair, shoddy, cotton, silk, tin, fibers, and the products thereof to be used for the purpose of wearing apparel.
Mr. Hernandez; Committee on Agriculture, 36.
- H. R. 14664—To authorize the Louisville & Nashville Railroad, its successors and assigns, to construct a bridge across the Alabama River at or near a point approximately 4 miles from the city of Montgomery, Ala.
Mr. Dent; Committee on Interstate and Foreign Commerce, 36.—Reported back (H. Rept. 1119), 356.
- H. R. 14665—For the purchase of a post-office site at Piedmont, Ala.
Mr. Blackmon; Committee on Public Buildings and Grounds, 36.
- H. R. 14666—To amend an act entitled "An act to reduce tariff duties and to provide revenue for the Government, and for other purposes," approved Oct. 3, 1913.
Mr. Steenerson; Committee on Ways and Means, 36.
- H. R. 14667—To regulate grain exchanges.
Mr. Steenerson; Committee on Agriculture, 36.—Reported back (H. Rept. 1401), 4358.
- H. R. 14668—Providing for the stabilization of the prices of certain farm products.
Mr. Christopherson; Committee on Agriculture, 36.
- H. R. 14669—For the consolidation of forest lands in the Carson National Forest, N. Mex., and for other purposes.
Mr. Hernandez; Committee on the Public Lands, 36.—Reported with amendments (H. Rept. 1236), 2100.—Debated, amended, and passed House, 4211.—Referred to Senate Committee on Public Lands, 4219.—Reported back, passed Senate, 4407.—Examined and signed, 4520, 4439.—Presented to the President, 4543.—Approved [Public, No. 382], 4544.
- H. R. 14670—To amend schedule G, including paragraphs 186 to 236, both inclusive, of the tariff act of Oct. 3, 1913, and to repeal said schedule G, including paragraphs 186 to 236, both inclusive, and paragraphs 434, 435, 465, 466, 545, 557, 581, 589, 619, 622, and 644 of said act.
Mr. White of Kansas; Committee on Ways and Means, 36.
- H. R. 14671—To suspend immigration and to provide for the Americanization of aliens.
Mr. Box; Committee on Immigration and Naturalization, 36.
- H. R. 14672—For the purchase of a post-office site at Clanton, Ala.
Mr. Blackmon; Committee on Public Buildings and Grounds, 36.
- H. R. 14673—To authorize the purchase by the city of Medford, Oreg., of certain lands formerly embraced in the grant to the Oregon & California Railroad Co. and revested in the United States by the act approved June 9, 1916.
Mr. Hawley; Committee on the Public Lands, 36.
- H. R. 14674—To amend section 501 of the transportation act, 1920.
Mr. Esch; Committee on Interstate and Foreign Commerce, 36.—Reported back (H. Rept. 1123), 401.—Laid on the table, 517.
- H. R. 14675—To confirm certain lands in military reservations in Louisiana to the State.
Mr. Lazaro; Committee on the Public Lands, 36.
- H. R. 14676—To provide for the establishment on the Mississippi River, in the State of Wisconsin, of a fish-rescue and fish-cultural station, to be under the direction of the Bureau of Fisheries of the Department of Commerce.
Mr. Esch; Committee on the Merchant Marine and Fisheries, 36.
- H. R. 14677—To establish in the Interior Department a Bureau of Veteran Reestablishment, and for other purposes.
Mr. Rogers; Committee on Interstate and Foreign Commerce, 36.
- H. R. 14678—For the relief of Jeanne Holmes Schoonmaker.
Mr. Ackerman; Committee on Claims, 36.
- H. R. 14679—For the relief of William Davies.
Mr. Ackerman; Committee on Claims, 36.
- H. R. 14680—Granting an increase of pension to Albert Slusser.
Mr. Ashbrook; Committee on Pensions, 36.
- H. R. 14681—For the relief of William Collie Nabors.
Mr. Blackmon; Committee on Claims, 36.
- H. R. 14682—Granting an increase of pension to Herbert S. Cooley.
Mr. Blackmon; Committee on Pensions, 36.
- H. R. 14683—To retire Maj. R. M. Angus as a second lieutenant.
Mr. Blackmon; Committee on Military Affairs, 36.
- H. R. 14684—Granting a pension to Rachel Bledso.
Mr. Booher; Committee on Pensions, 36.
- H. R. 14685—Granting a pension to Maria M. Reed.
Mr. Booher; Committee on Invalid Pensions, 36.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14686—For the relief of Frank William Brown and Clara Bryan Brown.
Mr. Box; Committee on Claims, 36.
- H. R. 14687—Granting an increase of pension to Thomas Bunion.
Mr. Byrns of Tennessee; Committee on Pensions, 36.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14688—Granting an increase of pension to James W. Bess.
Mr. Byrns of Tennessee; Committee on Pensions, 36.
- H. R. 14689—Granting a pension to Mary M. Rutherford.
Mr. Cramton; Committee on Invalid Pensions, 36.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14690—For the relief of Lewis N. Prentice.
Mr. Darrow; Committee on Claims, 36.
- H. R. 14691—Granting an increase of pension to Kate R. Harner.
Mr. Darrow; Committee on Invalid Pensions, 36.
- H. R. 14692—Granting a pension to Benjamin F. De Muth.
Mr. Emerson; Committee on Pensions, 37.
- H. R. 14693—Granting a pension to Jay W. Ducatt.
Mr. Emerson; Committee on Pensions, 37.
- H. R. 14694—Granting a pension to Maggie Rogers.
Mr. Emerson; Committee on Invalid Pensions, 37.
- H. R. 14695—Granting a pension to Harriette A. Pearne.
Mr. Emerson; Committee on Invalid Pensions, 37.
- H. R. 14696—Granting a pension to Gelia Thomas.
Mr. Esch; Committee on Pensions, 37.
- H. R. 14697—Granting a pension to Sarah A. Blatchley.
Mr. Esch; Committee on Invalid Pensions, 37.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14698—For the relief of Albert E. Laxton.
Mr. Esch; Committee on Claims, 37.
- H. R. 14699—Granting a pension to Mary A. Spatch.
Mr. Fordney; Committee on Invalid Pensions, 37.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14700—Granting a pension to Isaac A. Traver.
Mr. Fordney; Committee on Invalid Pensions, 37.
- H. R. 14701—Granting a pension to Hattie Miller.
Mr. Fordney; Committee on Invalid Pensions, 37.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14702—Granting a pension to John A. Bye.
Mr. Good; Committee on Pensions, 37.
- H. R. 14703—Granting a pension to Elizabeth Stowell.
Mr. Gould; Committee on Invalid Pensions, 37.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14704—Granting a pension to Amelia Hoelscher.
Mr. Gard; Committee on Invalid Pensions, 37.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14705—Granting an increase of pension to John J. Powers.
Mr. Griffin; Committee on Pensions, 37.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14706—Granting an increase of pension to Sophia E. McKinney.
Mr. Hawley; Committee on Pensions, 37.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14707—For the relief of Sophie Caffrey, dependent mother of Henry Sloat.
Mr. Husted; Committee on Claims, 37.
- H. R. 14708—Granting a pension to Theodore F. Sherman.
Mr. Kinkaid; Committee on Invalid Pensions, 37.
- H. R. 14709—Granting a pension to Mary J. Peterson.
Mr. Kinkaid; Committee on Invalid Pensions, 37.
- H. R. 14710—Granting an increase of pension to Flora E. Tyler.
Mr. Lea of California; Committee on Pensions, 37.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14711—Granting an increase of pension to Terrissa N. Hunter.
Mr. Lea of California; Committee on Invalid Pensions, 37.—Reported back (H. Rept. 1128) and H. R. 15196 substituted, 732.
- H. R. 14712—Granting a pension to Elizabeth Mishler.
Mr. McArthur; Committee on Invalid Pensions, 37.
- H. R. 14713—Granting a pension to Lula S. Fitzsimmons.
Mr. McKinley; Committee on Pensions, 37.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14714—For the relief of Daniel Glover.
Mr. Moore of Virginia; Committee on Claims, 37.
- H. R. 14715—Relating to the option to purchase and authorizing the sale and conveyance of a tract or parcel of land containing 46.57 acres, more or less, situated below and to the east of the high-water line of the Potomac River in Battery Cove, city of Alexandria, Va., made in the course of river and harbor improvements upon the submerged soils of the Potomac River.
Mr. Moore of Virginia; Committee on Rivers and Harbors, 37.
- H. R. 14716—Granting a pension to Margaret M. Agan.
Mr. Mott; Committee on Pensions, 37.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14717—Granting a pension to Mary Lathrop.
Mr. Mott; Committee on Invalid Pensions, 37.
- H. R. 14718—Granting a pension to Ella W. Putnam.
Mr. Mott; Committee on Invalid Pensions, 37.
- H. R. 14719—Granting a pension to Clarissa L. Frye.
Mr. Mott; Committee on Invalid Pensions, 37.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14720—Granting an increase of pension to Julia Godon.
Mr. Mott; Committee on Pensions, 37.
- H. R. 14721—Granting a pension to Ottello Lendeborn.
Mr. Patterson; Committee on Invalid Pensions, 37.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14722—Granting a pension to William D. Wheaton.
Mr. Ramseyer; Committee on Pensions, 37.
- H. R. 14723—Granting a pension to Sarah E. Holmes.
Mr. Ramseyer; Committee on Invalid Pensions, 37.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14724—Granting a pension to Cleo York.
Mr. Ramseyer; Committee on Invalid Pensions, 37.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14725—Granting a pension to Jennie M. Pitman.
Mr. Ramseyer; Committee on Invalid Pensions, 37.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14726—Granting a pension to Amanda Jordan.
Mr. Ramseyer; Committee on Invalid Pensions, 37.
- H. R. 14727—Granting an increase of pension to Leandro N. Muck.
Mr. Reavis; Committee on Invalid Pensions, 37.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14728—Granting an increase of pension to Ursula Bayard.
Mr. Rose; Committee on Invalid Pensions, 37.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.

- H. R. 14729—Granting a pension to Emma M. Gardner.
Mr. Slinnott; Committee on Pensions, 37.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 14730—To correct the military record of William Roof.
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- H. R. 14731—Granting a pension to Sarah A. Vale.
Mr. Temple; Committee on Invalid Pensions, 37.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 14732—Granting a pension to Sarah S. Morse.
Mr. Tilson; Committee on Invalid Pensions, 37.
- H. R. 14733—Granting an increase of pension to Leon Springer.
Mr. Watson; Committee on Invalid Pensions, 37.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 14734—Granting an increase of pension to Mary E. Guy.
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- H. R. 14735—Granting a pension to Gilly Leming.
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- H. R. 14736—For the relief of Robert M. Shaddon.
Mr. Wingo; Committee on Military Affairs, 37.
- H. R. 14737—For the relief of the Kanawha Packet Co.
Mr. Woodyard; Committee on Claims, 37.
- H. R. 14738—To regulate marine insurance in the District of Columbia.
Mr. Edmonds; Committee on the District of Columbia, 107.
- H. R. 14739—To amend section 6 of an act entitled "An act extending certain privileges of canal employees to other officials on the Canal Zone and authorizing the President to make rules and regulations affecting health, sanitation, quarantine, taxation, public roads, self-propelled vehicles, and police powers on the Canal Zone, and for other purposes, including provision as to certain fees, money orders, and interest deposits," approved Aug. 21, 1916.
Mr. Esch; Committee on Interstate and Foreign Commerce, 107.—Reported back (H. Rept. 1182), 1292.
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- H. R. 14741—To prevent gambling in the necessities of life and speculation in stocks and bonds.
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- H. R. 14742—To prevent the sale of cotton and grain in future markets.
Mr. Caraway; Committee on Agriculture, 107.
- H. R. 14743—Authorizing the Secretary of War to donate to the village of Interlaken, N. Y., a German cannon or fieldpiece.
Mr. Gould; Committee on Military Affairs, 107.
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- H. R. 14748—To provide a preliminary survey of the Cahaba River, Ala., with a view to the control of its floods.
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- H. R. 14749—To provide a preliminary survey of the Sipsey River, Ala., with a view to the control of its floods.
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- H. R. 14753—For the enlargement of the Federal building at Butte, Mont.
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- H. R. 14754—To provide for the erection of a public building at Walnut Ridge, Ark.
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- H. R. 14755—To regulate the price and sale of coal.
Mr. McLane; Committee on Interstate and Foreign Commerce, 107.
- H. R. 14756—To amend an act entitled "An act to provide revenue, and for other purposes," approved Feb. 24, 1919.
Mr. Martin; Committee on Ways and Means, 107.
- H. R. 14757—To create a department of conservation.
Mr. McDuffie; Committee on Agriculture, 107.
- H. R. 14758—To enforce the provisions of the eighteenth amendment to the Constitution as to American citizens in the consular districts of the United States in certain foreign countries.
Mr. Upshaw; Committee on the Judiciary, 107.
- H. R. 14759—To amend an act entitled "An act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1913, and for other purposes," approved Aug. 24, 1912.
Mr. Madden; Committee on Reform in the Civil Service, 107.
- H. R. 14760—To amend the Federal water power act approved June 11, 1920, so as to exclude therefrom national monuments and national parks.
Mr. Rogers; Select Committee on Water Power, 107.
- H. R. 14761—To amend an act entitled "An act to provide revenue, and for other purposes," approved Feb. 24, 1919.
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- H. R. 14762—Relative to the citizenship and naturalization of married women.
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- H. R. 14763—Granting an increase of pension to Andrew J. Duncan.
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- H. R. 14764—Granting a pension to James S. George and Charles F. George.
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- H. R. 14765—Granting a pension to Thomas Spearman.
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- H. R. 14766—Granting a pension to Sarah A. Fringer.
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- H. R. 14767—Granting a pension to Leonard Thomas Gardner.
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- H. R. 14768—For the relief of George Ceyzek and Elizabeth Ceyzek.
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- H. R. 14771—Granting a pension to Elizabeth Ballie.
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Mr. Darrow; Committee on Naval Affairs, 107.
- H. R. 14780—Granting a pension to Ellen Sommer.
Mr. Denison; Committee on Invalid Pensions, 107.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
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- H. R. 14896—Authorizing and directing the President of the United States to appoint a commission to investigate and report to Congress a general system for the cooperative marketing of all farm products.
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- H. R. 14900—To distribute the commissioned line and engineer officers of the Coast Guard in grades in the same proportions as provided by law for the distribution in grades of commissioned line officers of the Navy, and for other purposes.
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- H. R. 14903—To amend section 10 of the act approved Dec. 23, 1913, known as the Federal reserve act, as amended by the act approved Mar. 3, 1919.
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- H. R. 14905—To appropriate additional sums for Federal aid in the construction of post roads, and for other purposes.
Mr. McArthur; Committee on Roads, 199.
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- H. R. 14907—To increase the pensions of those who have lost limbs or have been totally disabled in the same in the military or naval service of the United States.
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- H. R. 14908—Authorizing the Secretary of War to donate to the White Plains High School, White Plains, Ga., one German cannon or fieldpiece.
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- H. R. 14909—To amend an act to reduce tariff duties and provide revenue for the Government, and for other purposes, approved Oct. 3, 1913.
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- H. R. 15124—To appropriate additional sums for Federal aid in the construction of rural post roads, and for other purposes. Mr. Hull of Tennessee; Committee on Roads, 401.
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- H. R. 15126—To amend an act entitled "An act to create a Federal power commission; to provide for the improvement of navigation; the development of water power; the use of the public lands in relation thereto, and to repeal section 18 of the river and harbor appropriation act, approved Aug. 8, 1917, and for other purposes," approved June 10, 1920. Mr. Esch; Committee on Interstate and Foreign Commerce, 401.—Reference changed to Select Committee on Water Power, 836.—Reported with amendments (H. Rept. 1314), 2060.
- H. R. 15127—To authorize the appropriation of additional sums for Federal aid in the construction of post roads, and for other purposes. Mr. Larsen; Committee on Roads, 401.
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- H. R. 15130—Making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June 30, 1922, and for other purposes. Mr. Davis of Minnesota, from Committee on Appropriations (H. Rept. 1124), 395, 402.—Debated, 428-434, 444-447, 480-495, 516.—Passed House, 516.—Referred to Senate Committee on Appropriations, 549.—Reported with amendments (S. Rept. 677), 1136.—Debated, 1441, 1554.—Amended and passed Senate, 1658.—Reconsidered, 1659.—Amended and passed Senate, 1672.—Senate asks for conference, 1672.—Conferees appointed, 1672, 1964.—House disagrees to Senate amendments and agrees to conference, 1964.—Conference report submitted in House (H. Rept. 1321), 3142, 3203.—Conference report submitted in Senate (S. Doc. 391), 3177, 3295.—Conference report debated and agreed to in House, 3203.—Conference report debated and agreed to in Senate, 3295.—Examined and signed, 3442, 3488.—Presented to the President, 3564.—Approved [Public, No. 326], 3630.
- H. R. 15131—To authorize the construction of a bridge across the Hudson River between the city of Troy in the county of Rensselaer and the city of Cohoes, in the county of Albany, State of New York. Mr. Parker; Committee on Interstate and Foreign Commerce, 402.—Reported back (H. Rept. 1148), 805, 806.—Passed House, 2757.—Referred to Senate Committee on Commerce, 2764.—Reported back (S. Rept. 782), 3109.—Passed Senate, 3109.—Examined and signed, 3263, 3293.—Presented to the President, 3326.—Approved [Public, No. 323], 3630.

- H. R. 15132—To establish a national bison range and game preserve in the State of Utah.
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- H. R. 15133—To provide for the erection of a public building at Bel Air, Md.
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- H. R. 15134—Granting pensionable status to surviving members of the Third Battalion of Ohio Militia who served during the Civil War and to the widows of certain members of said battalion.
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- H. R. 15138—Granting an increase of pension to Elijah P. Higgins.
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Mr. McKinley; Committee on Invalid Pensions, 402.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15141—To amend the military record of Wade H. Newman.
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- H. R. 15142—Granting a pension to Lewis V. Boyle.
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- H. R. 15146—Granting a pension to Emma Durocher.
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- H. R. 15147—Granting a pension to Sarah A. Warren.
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- H. R. 15148—Granting a pension to Elizabeth M. A. Baumgarner.
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- H. R. 15149—Granting a pension to William H. Linnabary.
Mr. Thompson; Committee on Invalid Pensions, 402.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15150—Granting a pension to Daisy B. Shindollar.
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- H. R. 15151—To provide for the purchase of a site and the erection of a public building at Dwight, Ill.
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- H. R. 15155—To amend section 9 of an act entitled "An act to define, regulate, and punish trading with the enemy, and for other purposes," approved Oct. 6, 1917, as amended.
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- H. R. 15156—To pay to the Pawnee Tribe of Indians of Oklahoma the sum found to be due by the Court of Claims.
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- H. R. 15157—To abolish the punishment of solitary confinement on bread and water as authorized by the articles for the government of the Navy.
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- H. R. 15158—For the apportionment of Representatives in Congress among the several States under the Fourteenth Census.
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- H. R. 15161—Authorizing the Secretary of the Interior to provide relief and care of nonreservation Indians in California in destitute circumstances, and for other purposes.
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- H. R. 15162—To provide for the consolidation of forest lands in the Plumas National Forest, California, and for other purposes.
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- H. R. 15163—To determine the heirs of deceased Indian allottees having any right, title, or interest in any trust or restricted property, etc.
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- H. R. 15164—Creating an immigration board and prescribing the powers and duties thereof, and amending the act of Feb. 5, 1917, entitled "An act regulating immigration of aliens to and residence of aliens in the United States," and amending also the act of June 29, 1906, entitled "An act to provide for a uniform rule for the naturalization of aliens throughout the United States and establishing the Bureau of Naturalization," and acts amendatory thereof, and for other purposes.
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- H. R. 15165—Granting an increase of pension to Leah A. Brubaker.
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- H. R. 15170—Granting a pension to Elizabeth A. Rice.
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- H. R. 15171—Granting a pension to Bryntha Plinn.
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- H. R. 15173—Granting a pension to Hannah R. Bower.
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- H. R. 15178—Granting a pension to Eliza A. Ebbs.
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- H. R. 15182—Granting a pension to Adella A. Dell.
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- H. R. 15183—Granting an increase of pension to John C. McCoy.
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- H. R. 15185—Granting an increase of pension to Jemima J. Parker.
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- H. R. 15186—Granting a pension to John Baker.
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- H. R. 15187—To provide for the health and safety of employees of carriers by railroads subject to the interstate commerce act.
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- H. R. 15188—To provide for a tax of one-quarter of 1 per cent upon all moneys deposited in certain institutions.
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- H. R. 15189—To encourage and promote the American merchant marine, and for other purposes.
Mr. Hullings; Committee on the Merchant Marine and Fisheries, 495.
- H. R. 15190—Authorizing the Secretary of the Interior to issue patent to school district No. 9, Glacier County, Mont., for block 35, Browning town site, Blackfeet Indian Reservation, for school purposes.
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- H. R. 15194—For examination and survey of Assateague Anchorage or Harbor, Accomac County, Va.
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- H. R. 15195—To amend section 24b of an act entitled "An act to amend an act entitled 'An act for making further and more effectual provision for the national defense, and for other purposes,' approved June 3, 1916, and to establish military justice," approved June 4, 1920.
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- H. R. 15196—Granting pensions and increase of pensions to certain soldiers and sailors of the Civil War and certain widows and dependent children of soldiers and sailors of said war.
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- H. R. 15197—Granting a pension to Vernon Stevens.
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- H. R. 15201—Granting a pension to Fannie E. Tinker.
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- H. R. 15202—Granting a pension to Mary A. Leighton.
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- H. R. 15203—Granting an increase of pension to Belle Morrison.
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- H. R. 15204—Granting an increase of pension to Charles S. Porter.
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- H. R. 15205—Granting an increase of pension to Cora A. Trueblood.
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- H. R. 15206—Granting a pension to Catherine Celley.
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- H. R. 15207—Granting a pension to Louise H. Thornton.
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- H. R. 15208—To extend the provisions of the retirement law for the Lighthouse Service to include Hiram L. Curry, a former employee of the Lighthouse Service.
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- H. R. 15209—Granting an increase of pension to Mary F. McGill.
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- H. R. 15210—Granting a pension to Elizabeth Dulhagen.
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- H. R. 15211—Granting a pension to Angie Page.
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- H. R. 15215—Granting a pension to James G. Shockley.
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- H. R. 15216—For the relief of Andrew Browning Atwell, alias Andrew Browning.
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- H. R. 15218—To add certain lands to the Durango National Forest, in the State of Colorado.
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- H. R. 15223—Providing for investigation and sale of timber on the Fort Columbia Military Reservation, in the State of Washington.
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- H. R. 15224—Authorizing the Secretary of War to donate to the city of Tyrone, Blair County, Pa., two German cannons, fieldpieces, or other war trophies.
Mr. Rose; Committee on Military Affairs, 544.
- H. R. 15225—To provide for the classification of civilian positions within the District of Columbia and in the field services.
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- H. R. 15226—Providing for the election of Delegates to the House of Representatives from the District of Columbia, Commissioners of the District of Columbia, a public utilities commission, a board of education, and for other purposes.
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- H. R. 15229—Authorizing the Secretary of War to donate to the town of Oak Harbor, Ohio, one German cannon or fieldpiece.
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- H. R. 15230—Authorizing the Secretary of War to donate to the town of Elmore, Ohio, one German cannon or fieldpiece.
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- H. R. 15231—Granting an increase of pension to Matilda Smith.
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- H. R. 15238—Granting a pension to Lida Kibbe.
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- H. R. 15270—For the relief of John R. Campbell. Mr. Wilson of Pennsylvania; Committee on Claims, 545.
- H. R. 15271—Granting the consent of Congress to authorize the Majestic Collieries Co. to construct a bridge across the Tug Fork of Big Sandy River, at or near Cedar, in Mingo County, W. Va., to the Kentucky side, in Pike County, Ky. Mr. Langley; Committee on Interstate and Foreign Commerce, 595.—Reported with amendments (H. Rept. 1147), 792.—Passed House, 2757.—Referred to Senate Committee on Commerce, 2764.—Reported back (S. Rept. 783) and passed Senate, 3109.—Examined and signed, 3263, 3293.—Presented to the President, 3226.—Approved [Public No. 324], 3630.
- H. R. 15272—Making an appropriation to be expended under the provisions of the act of Mar. 1, 1911 (36 Stat., p. 961), entitled "An act to enable any State to cooperate with any other State or States, or with the United States, for the protection of the watersheds of navigable streams, and to appoint a commission for the acquisition of lands for the purpose of conserving the navigability of navigable rivers," as amended. Mr. Weaver; Committee on Appropriations, 595.
- H. R. 15273—Authorizing the lease of school lands containing deposits of coal, oil, oil shale, or gas by the State of Washington for longer periods than five years. Mr. Johnson of Washington; Committee on the Public Lands, 595.
- H. R. 15274—Providing for the monthly payment of pensions. Mr. Murphy; Committee on Invalid Pensions, 595.
- H. R. 15275—Imposing temporary duties upon certain agricultural products to meet present emergencies, to provide revenue, and for other purposes. Mr. Fordney, from Committee on Ways and Means (H. Rept. 1139), 594.—Debated, 618, 649, 665, 4565, 4573, 4574, 4575, 4576, 4578, 4670, 4742.—Passed House, 669.—Referred to Senate Committee on Finance, 736.—Reported with amendments (S. Rept. 683), 1490.—Debated, 1294, 2005, 2104, 2119, 2155, 2189, 2307, 2364, 2408, 2434, 2446, 2483, 2541, 2914, 3129, 3132, 3172, 3177-3202, 3233, 3239, 4020.—Amended and passed Senate, 3260.—Senate requests conference with House, 3260.—Conferees appointed, 3260, 3499.—House disagrees to Senate amendments and agrees to conference, 3488-3499.—Conference report submitted in House (H. Rept. 1359), 3824, 3973.—Conference report submitted in Senate, 3858.—Conference report agreed to in House, 3973.—Conference report debated and agreed to in Senate, 4023-4033, 4034-4042.—Examined and signed, 4140, 4194.—Presented to the President, 4203.—Vetoed, 4498.—Veto sustained in House, 4518.
- H. R. 15276—To amend chapter 541 of the Revised Statutes of the United States, passed July 1, 1898, being an act to establish a uniform system of bankruptcy throughout the United States. Mr. Volstead; Committee on the Judiciary, 595.
- H. R. 15277—Granting an increase of pension to Sarah M. Beach. Mr. Ashbrook; Committee on Invalid Pensions, 595.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15278—Granting a pension to Eli W. Elzey. Mr. Butler; Committee on Invalid Pensions, 595.
- H. R. 15279—Granting a pension to Cornelia de Camp Croxton. Mr. Crowther; Committee on Pensions, 595.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15280—Granting an increase of pension to Floyd L. Green. Mr. Fordney; Committee on Pensions, 595.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15281—Granting a pension to Lucy E. Porter. Mr. Fordney; Committee on Invalid Pensions, 595.
- H. R. 15282—Granting an increase of pension to Catherine Wood. Mr. Fuller of Illinois; Committee on Invalid Pensions, 595.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 15283—Granting a pension to Josephine Carey. Mr. Hill; Committee on Invalid Pensions, 595.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 15284—Conferring jurisdiction on the Court of Claims to adjust the claims between the Ojibwa and Missouri Tribes of Indians and the Omaha Indians to certain moneys received by the Omaha Indians. Mr. Howard; Committee on Indian Affairs, 595.
- H. R. 15285—Granting a pension to Edith Ettinger. Mr. King; Committee on Invalid Pensions, 595.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 15286—For the relief of B. I. Bryant. Mr. King; Committee on Claims, 595.
- H. R. 15287—Granting an increase of pension to Jerry McIntosh. Mr. Langley; Committee on Invalid Pensions, 595.
- H. R. 15288—Granting a pension to Nancy Blitz. Mr. Ramseyer; Committee on Invalid Pensions, 595.
- H. R. 15289—Granting a pension to Charles M. Eddy. Mr. Randall of California; Committee on Pensions, 595.
- H. R. 15290—Granting an increase of pension to Susan A. Bailey. Mr. Sanders of Indiana; Committee on Invalid Pensions, 595.
- H. R. 15291—Granting a pension to John C. Trent. Mr. Sells; Committee on Pensions, 595.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15292—Granting a pension to Nancy M. Wagner. Mr. Sells; Committee on Pensions, 595.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15293—Granting an increase of pension to Clarence Matchett, alias Harry J. Reed. Mr. Sells; Committee on Pensions, 595.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15294—Granting a pension to Charles T. Bowman. Mr. Sells; Committee on Pensions, 595.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15295—For the relief of the heirs of Oliver P. Phillips. Mr. Smith of Idaho; Committee on War Claims, 595.
- H. R. 15296—Granting a pension to Mary J. White. Mr. Stiness; Committee on Invalid Pensions, 595.
- H. R. 15297—Granting a pension to Nannie Roberts. Mr. Taylor of Tennessee; Committee on Pensions, 595.—Reference changed to Committee on Invalid Pensions, 2686.
- H. R. 15298—Granting a pension to Joseph F. Moore. Mr. Taylor of Tennessee; Committee on Pensions, 595.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15299—Granting a pension to Nora Meredith. Mr. Taylor of Tennessee; Committee on Invalid Pensions, 595.
- H. R. 15300—For the relief of the city of West Point, Ga. Mr. Wright; Committee on Military Affairs, 595.
- H. R. 15301—To amend section 11(m) of the act approved Dec. 23, 1913, known as the Federal reserve act, as amended by the acts approved Sept. 7, 1916, and Mar. 3, 1919. Mr. McFadden; Committee on Banking and Currency, 616.
- H. R. 15302—To amend the first paragraph of section 20 of the act of Congress approved July 17, 1916, known as the Federal farm loan act, as amended by the act of Congress approved Apr. 20, 1920. Mr. McFadden; Committee on Banking and Currency, 616.
- H. R. 15303—To amend section 9 of the Federal reserve act, as amended by the act approved June 17, 1917. Mr. McFadden; Committee on Banking and Currency, 616.
- H. R. 15304—For the adjudication and determination of the claims arising under joint resolution of July 14, 1870 (16 Stat. L., p. 670), authorizing the Postmaster General to continue to use in the Postal Service Marcus P. Norton's combined postmarking and stamp-canceling hand-stamp patents, and directing him to "determine upon a fair, just, and equitable compensation for the use of said inventions," or arising otherwise. Mr. Ward; Committee on the Post Office and Post Roads, 616.
- H. R. 15305—Authorizing the Secretary of War to donate to the village of Covert, N. Y., a German cannon or fieldpiece. Mr. Gould; Committee on Military Affairs, 616.
- H. R. 15306—To amend sections 301 and 307 of the transportation act, 1920. Mr. Madden; Committee on Interstate and Foreign Commerce, 616.
- H. R. 15307—Granting a pension to Malissa Leonard. Mr. Ayres; Committee on Invalid Pensions, 616.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 15308—To compensate the owners of the steamship Brynhild for damages and expenses in repairing the said steamship, and to make an appropriation therefor. Mr. Carew; Committee on War Claims, 616.
- H. R. 15309—To compensate the owners of the American steamship Vindal for damages and expenses in repairing the said steamship, and to make an appropriation therefor. Mr. Carew; Committee on War Claims, 616.
- H. R. 15310—Granting a pension to Annie Rouse. Mr. Classon; Committee on Invalid Pensions, 616.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15311—Granting an increase of pension to Theresa B. Streibig. Mr. Darrow; Committee on Invalid Pensions, 616.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 15312—Granting an increase of pension to Rebecca E. Boblett. Mr. Dowell; Committee on Invalid Pensions, 616.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 15313—Granting a pension to Philip Olinger. Mr. Dowell; Committee on Pensions, 616.
- H. R. 15314—Granting a pension to Sadie L. Holmes. Mr. Fordney; Committee on Invalid Pensions, 616.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15315—Granting a pension to Hattie E. Boyd. Mr. Kinkaid; Committee on Invalid Pensions, 616.
- H. R. 15316—Granting an increase of pension to Thomas Rolle. Mr. Lanthicum; Committee on Pensions, 616.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15317—Granting a pension to John R. Ward. Mr. Reavis; Committee on Pensions, 616.
- H. R. 15318—Granting a pension to Arthur E. Lewis. Mr. Romjue; Committee on Invalid Pensions, 616.
- H. R. 15319—Granting an increase of pension to Mary M. Taylor. Mr. Wilson of Pennsylvania; Committee on Invalid Pensions, 616.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 15320—Granting an increase of pension to Amanda Ruble. Mr. Woodyard; Committee on Invalid Pensions, 616.
- H. R. 15321—To amend section 1, paragraph 1, of an act for the retirement of employees in the classified civil service, and for other purposes, approved May 22, 1920. Mr. Montague; Committee on Reform in the Civil Service, 671.

- H. R. 15322—To establish a new base pay for surfman in the Coast Guard and to fix the value of commuted rations.
Mr. Hicks; Committee on Interstate and Foreign Commerce, 671.
- H. R. 15323—To amend an act entitled "An act to reclassify postmasters and employees of the Postal Service and readjust their salaries and compensation on an equitable basis," approved June 5, 1920.
Mr. Madden; Committee on the Post Office and Post Roads, 671.
- H. R. 15324—To repeal the amendment approved Apr. 14, 1920, to section 14, subdivision d, of the act approved Dec. 23, 1913, known as the Federal reserve act.
Mr. McLaughlin of Nebraska; Committee on Banking and Currency, 671.
- H. R. 15325—To regulate the hours of duty of the officers and members of the fire department of the Panama Canal.
Mr. Vinson; Committee on Interstate and Foreign Commerce, 671.
- H. R. 15326—For the examination and survey of Lewis River, Chinco-teague Island, Accomac County, Va.
Mr. Bland of Virginia; Committee on Rivers and Harbors, 671.
- H. R. 15327—To provide through cooperation between the Federal Government, the States, and owners of timberlands for adequate protection against forest fires, for reforestation of denuded lands, for obtaining essential information in regard to timber and timberlands, for extension of the national forests, and for other purposes all essential to continuous forest production on lands entirely suitable therefor.
Mr. Snell; Committee on Agriculture, 671.
- H. R. 15328—Transferring all jurisdiction or control heretofore vested or exercised by the Federal Government over the Indians of the State of New York to that State, with the exception of certain annuities.
Mr. Snyder; Committee on Indian Affairs, 671.
- H. R. 15329—Authorizing the Chippewa Indians of Minnesota to submit claims to the Court of Claims, and for other purposes.
Mr. Snyder; Committee on Indian Affairs, 671.
- H. R. 15330—To authorize the disposition of the tribal trust funds of the Chippewa Indians in Minnesota.
Mr. Snyder; Committee on Indian Affairs, 671.
- H. R. 15331—To provide for an Assistant Secretary of the Interior to be stationed at Muskogee, Okla., and for other purposes.
Mr. Snyder; Committee on Indian Affairs, 671.
- H. R. 15332—Granting a pension to Hannah Koch.
Mr. Steele; Committee on Invalid Pensions, 671.
- H. R. 15333—Granting a pension to Abraham Byers.
Mr. Rose; Committee on Invalid Pensions, 671.
- H. R. 15334—Granting an increase of pension to Charles Burrows.
Mr. Ramsey; Committee on Invalid Pensions, 671.
- H. R. 15335—Granting an increase of pension to James H. Scollin.
Mr. Merritt; Committee on Invalid Pensions, 671.—Reference changed to Committee on Pensions, 806.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15336—For the relief of William Eller.
Mr. Major; Committee on Military Affairs, 671.
- H. R. 15337—Granting a pension to Martha E. Hoover.
Mr. Langley; Committee on Invalid Pensions, 671.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15338—Granting a pension to James B. Mulford.
Mr. Kearns; Committee on Invalid Pensions, 671.
- H. R. 15339—Granting an increase of pension to Emily Swank.
Mr. Johnson of Washington; Committee on Invalid Pensions, 671.—Reported back (H. Rept. 1183) and H. R. 15061 substituted, 2159.
- H. R. 15340—Granting reimbursement to Allan B. De Dell.
Mr. James of Michigan; Committee on War Claims, 671.
- H. R. 15341—Granting an increase of pension to Mary Froman.
Mr. Dunbar; Committee on Invalid Pensions, 671.
- H. R. 15342—Granting a pension to Eliza P. Pickett.
Mr. Denison; Committee on Invalid Pensions, 671.
- H. R. 15343—To increase compensation under the war risk insurance act.
Mr. Hicks; Committee on Interstate and Foreign Commerce, 671.
- H. R. 15344—Making appropriations for the payment of invalid and other pensions of the United States for the fiscal year ending June 30, 1922, and for other purposes.
Mr. Cannon, from Committee on Appropriations, 671.—Debated, 704, 728.—Passed House, 729.—Referred to Senate Committee on Pensions, 735.—Reported back (S. Rept. 742), 2406.—Passed Senate, 2914.—Examined and signed, 3025, 3038.—Presented to the President, 3098.—Approved [Public, No. 317], 3412.
- H. R. 15345—To define who are vagrants in the District of Columbia and to prescribe punishment for vagrancy.
Mr. Clark of Florida; Committee on the District of Columbia, 733.
- H. R. 15346—Providing for the continuance of the Osage Indian School, Oklahoma, for a period of 10 years from July 1, 1921.
Mr. Snyder; Committee on Indian Affairs, 733.
- H. R. 15347—To amend section 7 of the Federal reserve act approved Dec. 23, 1913, as amended.
Mr. Jones of Texas; Committee on Banking and Currency, 733.
- H. R. 15348—Providing for survey of waterway from Lake Charles, La., to the Sabine River, Tex. and La., through the Calcasieu River and the Intracoastal Waterway from Calcasieu River, La., to Sabine River, Tex. and La.
Mr. Lazaro; Committee on Rivers and Harbors, 733.
- H. R. 15349—Granting a pension to Thomas A. De Berry.
Mr. Black; Committee on Pensions, 733.—Reference changed to Committee on Interstate and Foreign Commerce, 1082.
- H. R. 15350—Granting a pension to Martin O. Frauendorf.
Mr. Boies; Committee on Pensions, 733.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15351—Granting a pension to Margaret S. Kibbee.
Mr. Cranton; Committee on Invalid Pensions, 733.
- H. R. 15352—Granting a pension to Emma L. Williams.
Mr. Currie of Michigan; Committee on Pensions, 733.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15353—Granting a pension to Anna L. Pendleton.
Mr. Houghton; Committee on Invalid Pensions, 733.
- H. R. 15354—Granting a pension to Ella H. Anthony.
Mr. Houghton; Committee on Invalid Pensions, 733.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15355—Granting a pension to Levi S. Seeley.
Mr. Houghton; Committee on Invalid Pensions, 733.
- H. R. 15356—Granting a pension to George Pendergast.
Mr. Houghton; Committee on Invalid Pensions, 733.
- H. R. 15357—Granting an increase of pension to Percy D. Ganung.
Mr. Houghton; Committee on Invalid Pensions, 733.
- H. R. 15358—Granting an increase of pension to Harris Dreebin.
Mr. Knutson; Committee on Pensions, 733.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15359—Granting a pension to Clark P. Hoskins.
Mr. Langley; Committee on Pensions, 733.
- H. R. 15360—Granting an increase of pension to Albert Johnson.
Mr. McFadden; Committee on Pensions, 733.
- H. R. 15361—Granting an increase of pension to Rhoda Workman.
Mr. McKinley; Committee on Invalid Pensions, 734.
- H. R. 15362—Granting a pension to Jennie Hall.
Mr. Mott; Committee on Invalid Pensions, 734.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15363—For the relief of the owner of the schooner Itasca and her master and crew.
Mr. Olney; Committee on Claims, 734.
- H. R. 15364—Granting an increase of pension to Julia P. Overacker.
Mr. Radcliffe; Committee on Invalid Pensions, 734.
- H. R. 15365—Granting a pension to Emily T. Minkler.
Mr. Randall of California; Committee on Invalid Pensions, 734.—Reported back (H. Rept. 1183) and H. R. 15061 substituted, 2159.
- H. R. 15366—Granting an increase of pension to George Martin.
Mr. Reed of West Virginia; Committee on Pensions, 734.
- H. R. 15367—Granting an increase of pension to George R. Robinson.
Mr. Reed of West Virginia; Committee on Pensions, 734.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15368—Granting a pension to Joseph D. Blackwell.
Mr. Reed of West Virginia; Committee on Pensions, 734.
- H. R. 15369—For the relief of Monroe Gann.
Mr. Rhodes; Committee on Military Affairs, 734.
- H. R. 15370—Granting an increase of pension to Elizabeth Davis.
Mr. Robison of Kentucky; Committee on Invalid Pensions, 734.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15371—Granting a pension to Andrew J. Shell.
Mr. Slem; Committee on Pensions, 734.
- H. R. 15372—Authorizing the lease of lands containing deposits of minerals, oil, oil shale, or gas by the State of Washington for longer periods than five years.
Mr. Johnson of Washington; Committee on the Public Lands, 774.—Reported with amendment (H. Rept. 1259), 2179.
- H. R. 15373—To amend the United States cotton futures act by inserting therein a new section for American Egyptian cotton only, to be known as section 5A.
Mr. Osborne; Committee on Agriculture, 774.—Reported with an amendment (H. Rept. 1403), 4359.
- H. R. 15374—Authorizing the Secretary of War to lease to the Bush Terminal Railroad Co. and the Long Island Railroad, for restricted use, the tracks of the Government railroad on the Army supply base at South Brooklyn, N. Y.
Mr. Kahn; Committee on Military Affairs, 774.
- H. R. 15375—Authorizing the President to dispose of certain arms and ammunition seized in pursuance of the act approved June 17, 1917, along the Mexican border.
Mr. Kahn; Committee on Military Affairs, 774.
- H. R. 15376—Amending subdivision B of section 250 of the revenue act of 1918.
Mr. Howard; Committee on Ways and Means, 774.
- H. R. 15377—Granting an increase of pension to Nathaniel R. Taylor.
Mr. Curry of California; Committee on Pensions, 774.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15378—Granting a pension to Isabella Breusing.
Mr. Denison; Committee on Invalid Pensions, 774.
- H. R. 15379—Granting a pension to Evelline Shepherd.
Mr. Denison; Committee on Invalid Pensions, 774.
- H. R. 15380—Granting an increase of pension to Peter F. Weasel.
Mr. Ferris; Committee on Invalid Pensions, 774.
- H. R. 15381—Granting an increase of pension to Maston W. Harris.
Mr. Ferris; Committee on Invalid Pensions, 774.—Reference changed to Committee on Pensions, 1292.
- H. R. 15382—Granting an increase of pension to William Carey.
Mr. Fields; Committee on Invalid Pensions, 774.
- H. R. 15383—Granting a pension to Alice Chamblin.
Mr. Kearns; Committee on Invalid Pensions, 774.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15384—Granting a pension to Dury M. Craft.
Mr. Langley; Committee on Pensions, 774.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15385—Granting an increase of pension to Leon P. Chesley.
Mr. McFadden; Committee on Pensions, 774.

- H. R. 15386—To correct the military record of William H. Dotson. Mr. McKinley; Committee on Military Affairs, 774.
- H. R. 15387—Granting an increase of pension to Charles M. S. Ronsoldt. Mr. McLaughlin of Michigan; Committee on Pensions, 774.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15388—To correct the military record of Abram Jones. Mr. McPherson; Committee on Military Affairs, 774.
- H. R. 15389—Granting a pension to John J. Roberts. Mr. McPherson; Committee on Pensions, 774.
- H. R. 15390—Granting a pension to Vinnie E. Saunders. Mr. Peters; Committee on Invalid Pensions, 774.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15391—Granting a pension to Elizabeth N. Coombs. Mr. Peters; Committee on Invalid Pensions, 774.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15392—Granting a pension to Sarah Harrington. Mr. Snell; Committee on Invalid Pensions, 774.
- H. R. 15393—Granting a pension to Laura E. Pengelly. Mr. Timberlake; Committee on Invalid Pensions, 774.
- H. R. 15394—To pay to the Pawnee Tribe of Indians of Oklahoma the sum found to be due by the Court of Claims. Mr. Howard; Committee on Claims, 792.
- H. R. 15395—To provide further for securing and disseminating information concerning the supply and demand in foreign countries for American agricultural products. Mr. Young of North Dakota; Committee on Agriculture, 792.
- H. R. 15396—To amend section 1 of an act approved Feb. 26, 1919, entitled "An act to fix the salaries of the clerks of the United States district courts and to provide for their office expenses, and for other purposes." Mr. Caraway; Committee on the Judiciary, 792.—Reported back (H. Rept. 1208), 1695.—Laid on the table (see bill S. 4801), 2452.
- H. R. 15397—To establish a branch mint of the United States in the city of Chicago. Mr. Britten; Committee on Coinage, Weights, and Measures, 792.
- H. R. 15398—For the relief of homesteaders in drought-stricken sections of the United States. Mr. Riddick; Committee on the Public Lands, 792.
- H. R. 15399—Granting a pension to Sarah P. Dobbins. Mr. Bland of Indiana; Committee on Invalid Pensions, 792.
- H. R. 15400—Granting a pension to John W. Parsons. Mr. Bland of Indiana; Committee on Invalid Pensions, 792.
- H. R. 15401—Granting a pension to Oecia Wilmer. Mr. Bland of Indiana; Committee on Invalid Pensions, 792.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15402—Granting a pension to Josephine Chambers. Mr. Bland of Indiana; Committee on Invalid Pensions, 793.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15403—Granting a pension to Mary E. Orr. Mr. Bland of Indiana; Committee on Invalid Pensions, 793.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15404—For the relief of Mrs. Clara Thurnes. Mr. Britten; Committee on Claims, 793.
- H. R. 15405—Granting a pension to David H. Funk. Mr. Brooks of Pennsylvania; Committee on Invalid Pensions, 793.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15406—Granting a pension to G. W. Tankersley. Mr. Cantrill; Committee on Invalid Pensions, 793.
- H. R. 15407—Granting a pension to Sarah Mann. Mr. French; Committee on Invalid Pensions, 793.
- H. R. 15408—Granting a pension to Lucinda Jameson. Mr. French; Committee on Invalid Pensions, 793.
- H. R. 15409—For the relief of Mellic Kildee. Mr. French; Committee on the Public Lands, 793.
- H. R. 15410—Granting a pension to Mary A. Duncan. Mr. Hull of Tennessee; Committee on Invalid Pensions, 793.
- H. R. 15411—For the relief of Robert Browning. Mr. Jones of Texas; Committee on Military Affairs, 793.
- H. R. 15412—Granting an increase of pension to Margaret O'Hara. Mr. McLaughlin of Michigan; Committee on Pensions, 793.
- H. R. 15413—Granting a pension to Mary R. Moon. Mr. O'Connor; Committee on Pensions, 793.
- H. R. 15414—Granting an increase of pension to William M. Young. Mr. Rucker; Committee on Invalid Pensions, 793.
- H. R. 15415—Granting an increase of pension to Rebecca J. Short and John L. Short. Mr. Sells; Committee on Invalid Pensions, 793.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15416—Granting an increase of pension to Charles W. Anderson. Mr. Taylor of Tennessee; Committee on Pensions, 793.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15417—Granting a pension to Emily W. Marsh. Mr. Tinkham; Committee on Pensions, 793.—Reference changed to Committee on Invalid Pensions, 836.
- H. R. 15418—Granting the consent of Congress to Prescott Bridge Co. to construct a bridge across Lake St. Croix at or near Prescott and between the counties of St. Croix, Wis., and Washington, Minn. Mr. Frear; Committee on Interstate and Foreign Commerce, 806.—Reported with amendments (H. Rept. 1179), 1236.—Laid on the table (see bill S. 4737), 2758.
- H. R. 15419—To further reclassify postmasters and employees of the Postal Service and readjust their salaries and compensation on an equitable basis, and for other purposes. Mr. Steenerson; Committee on the Post Office and Post Roads, 806.
- H. R. 15420—To fix the metric system of weights and measures as the single standard for weights and measures. Mr. Britten; Committee on Coinage, Weights, and Measures, 806.
- H. R. 15421—Validating certain applications for and entries of public lands, and for other purposes. Mr. Slinott; Committee on the Public Lands, 806.
- H. R. 15422—Making appropriations for sundry civil expenses of the Government for the fiscal year ending June 30, 1922, and for other purposes. Mr. Good, from Committee on Appropriations (H. Rept. 1153), 805.—Debated, 813, 837, 889, 950, 957, 995, 1057, 1118, 4385, 4591.—Amended and passed House, 1120.—Referred to Senate Committee on Appropriations, 1156.—Reported with amendment (S. Rept. 755), 2553.—Debated, 2627, 2692, 2695, 2723, 2764, 2830, 2837.—Amended and passed Senate, 2857.—Senate requests conference with House, 2857.—Conferees appointed, 2857, 3029.—House disagrees to Senate amendments, agrees to conference, 3029.—Conference report submitted in House (H. Rept. 1355), 3720, 3815.—Debated and agreed to, 3815, 3824, 4499.—House recedes from certain sundry amendments of Senate and agrees to same; recedes from certain sundry amendments of Senate and agrees to same with amendments.—House insists upon its disagreement to Senate amendments numbered 1, 2, 5, 6, 7, 8, 9, 11, 16, 21, 22, 28, 31, 32, 33, 34, 35, 36, 37, 38, 39, 60, 76, 78, 80, 81, 82, 87, 101, 102, 103, 104, 105, 132, 133, 134, 141, 142, 151, 152, 162, 163, 164, 165, and 166, and requests further conference, 3815, 3873, 3889.—Conference report submitted in Senate, 3863, 3923.—Agreed to, 3923.—Senate insists upon its amendments, asks further conference, 3923—3926.—Conferees appointed, 3926, 3985.—House agrees to further conference, 3985.—Conference report submitted in House (H. Rept. 1418), 4499.—Debated and agreed to, 4502.—Conference report submitted in Senate, 4430.—Debated and agreed to, 4432.—Senate recedes from its amendment No. 60, 4432—4438.—Examined and signed, 4523, 4544.—Presented to the President, 4544.—Approved [Public, No. 389], 4544.
- H. R. 15423—To regulate the sale or disposition of securities through the mails or other agencies of interstate or foreign commerce and providing penalties for the violation thereof. Mr. Denison; Committee on Interstate and Foreign Commerce, 806.
- H. R. 15424—For the reclamation of swamp, cut-over, and overflowed lands, and providing for the cost thereof. Mr. Mason; Committee on Public Lands, 806.
- H. R. 15425—To amend section 10 of the act of Congress of June 29, 1906. Mr. Jeffers; Committee on Immigration and Naturalization, 806.
- H. R. 15426—Granting a pension to Frances Laraback. Mr. Cramton; Committee on Pensions, 806.
- H. R. 15427—Granting a pension to Ward J. Getman. Mr. Crowther; Committee on Pensions, 806.
- H. R. 15428—Granting a pension to Eveline Shepherd White. Mr. Denison; Committee on Invalid Pensions, 806.
- H. R. 15429—Granting a pension to Isabell York. Mr. Hays; Committee on Invalid Pensions, 806.
- H. R. 15430—Granting an increase of pension to Rhoda Workman. Mr. King; Committee on Invalid Pensions, 806.—Reported back (H. Rept. 1235), and H. R. 15901 substituted, 2163.
- H. R. 15431—Granting a pension to Osema E. Dexter. Mr. McClintic; Committee on Invalid Pensions, 806.
- H. R. 15432—Granting a pension to Elizabeth Shaw. Mr. McKinley; Committee on Invalid Pensions, 806.
- H. R. 15433—Granting a pension to Jacob Mumme. Mr. Mason; Committee on Invalid Pensions, 806.
- H. R. 15434—Granting a pension to Josephine Ella Henshen. Mr. Moores of Indiana; Committee on Invalid Pensions, 806.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15435—Granting an increase of pension to Mary J. Boo. Mr. Rucker; Committee on Invalid Pensions, 806.
- H. R. 15436—For the relief of Stephen J. Crotty. Mr. Tickham; Committee on Military Affairs, 806.
- H. R. 15437—Granting an increase of pension to Sibyl M. Mixer. Mr. Treadway; Committee on Invalid Pensions, 806.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15438—Authorizing the President to appoint Thomas F. Long a lieutenant (senior grade) in the United States Navy. Mr. Vaile; Committee on Naval Affairs, 806.
- H. R. 15439—For the relief of the heirs of Jacob A. Wolfson, deceased. Mr. Watkins; Committee on War Claims, 806.
- H. R. 15440—Granting an increase of pension to Nancy A. Cotterel. Mr. Williams; Committee on Invalid Pensions, 806.
- H. R. 15441—Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1922, and for other purposes. Mr. Madden, from Committee on Appropriations (H. Rept. 1154), 836.—Debated, 1120, 1157, 4663, 4707.—Amended and passed House, 1181.—Referred to Senate Committee on Post Offices and Post Roads, 1183.—Reported with amendments (S. Rept. 721), 1995.—Debated, 3129, 3302, 3363.—Amended and passed Senate, 3373.—Senate requests conference with House, 3373.—Conferees appointed, 3373, 3488.—House disagrees to Senate amendments and agrees to conference, 3488.—Conference report submitted in House (H. Rept. 1350), 3630, 3716.—Agreed to, 3716, 3793.—House recedes from its disagreement to the Senate amendments Nos. 3, 7, 10, 12, 18, and 19 to the bill; recedes from its disagreement to Senate amendments Nos. 9, 13, 14, and 20 and agrees to each with an amendment, 3792.—Conference report submitted in Senate and agreed to, 3835.—Senate agrees to amendments of House to amendments of Senate Nos. 9, 13, 14, and 20, 3835.—Examined and signed, 3912, 3914.—Presented to the President, 4008.—Approved [Public, No. 337], 4194.

- H. R. 15442—To provide revenue for the Government by increasing the duties on jewelers' piercing saws, and for other purposes.
Mr. Kahn; Committee on Ways and Means, 836.
- H. R. 15443—Authorizing the Secretary of War to donate to the town of Genoa, Ohio, one German cannon or fieldpiece.
Mr. Sherwood; Committee on Military Affairs, 836.
- H. R. 15444—Authorizing the Commissioners of the District of Columbia to close upper Water Street between Twenty-first and Twenty-second Streets NW., lying between Potomac Park and square No. 88, in the District of Columbia.
Mr. Mapes; Committee on the District of Columbia, 837.
- H. R. 15445—To provide for the disposition of boron deposits.
Mr. Sinnott; Committee on the Public Lands, 837.—Reported back (H. Rept. 1247), 2150.—Passed House, 4213.—Referred to Senate Committee on Public Lands, 4219.
- H. R. 15446—To provide for an Assistant Secretary of the Interior to be stationed at Muskogee, Okla., and for other purposes.
Mr. Snyder; Committee on Indian Affairs, 837.
- H. R. 15447—To amend an act entitled "An act to reclassify postmasters and employees of the Postal Service and readjust their salaries and compensation on an equitable basis." [Public, No. 265, 66th Cong.]
Mr. Madden; Committee on the Post Office and Post Roads, 837.
- H. R. 15448—To consolidate the work of collecting, compiling, and publishing statistics of the foreign commerce of the United States in the Department of Commerce.
Mr. Esch; Committee on Interstate and Foreign Commerce, 837.—Reported with amendments (H. Rept. 1216), 1853.
- H. R. 15449—Authorizing the Miami Indians of Indiana to submit claim to the Court of Claims.
Mr. Kraus; Committee on Indian Affairs, 837.
- H. R. 15450—To provide revenue for the Government by increasing the duties on manufactures of asbestos, and for other purposes.
Mr. Watson; Committee on Ways and Means, 837.
- H. R. 15451—To establish in the Department of Commerce a bureau to be known as the bureau of building construction and housing.
Mr. Tinkham; Committee on Interstate and Foreign Commerce, 837.
- H. R. 15452—To establish engineering experiment stations for the purpose of further developing that college in each State and Territory now receiving, or which may hereafter receive, the benefits of the act of Congress approved July 2, 1862, entitled "An act donating public lands to the several States and Territories which may provide colleges for the benefit of agriculture and the mechanic arts," and for the purpose of developing the natural resources of the United States as a measure of industrial, military, and naval preparedness.
Mr. Byrnes of South Carolina; Committee on Agriculture, 837.
- H. R. 15453—To amend section 14 of the food control act by extending the guaranteed minimum price of wheat for the crop of 1920.
Mr. Sinclair; Committee on Agriculture, 837.
- H. R. 15454—Granting a pension to Margaret J. Page.
Mr. Ayres; Committee on Invalid Pensions, 837.
- H. R. 15455—Granting an increase of pension to Ellie A. Hill.
Mr. Carter; Committee on Invalid Pensions, 837.
- H. R. 15456—Granting an increase of pension to Rebecca E. Hosier.
Mr. Elliott; Committee on Invalid Pensions, 837.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15457—Granting an increase of pension to Kate N. Mytinger.
Mr. Fields; Committee on Invalid Pensions, 837.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15458—Granting a pension to Johanna Murphy.
Mr. Gallivan; Committee on Pensions, 837.
- H. R. 15459—Granting an increase of pension to Sarah E. Murray.
Mr. Gallivan; Committee on Invalid Pensions, 837.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15460—Granting a pension to Ellen E. Alger.
Mr. Gallivan; Committee on Pensions, 837.
- H. R. 15461—Granting an increase of pension to Gordon W. Hall.
Mr. Hullings; Committee on Pensions, 837.
- H. R. 15462—Granting a pension to Freida Steinert.
Mr. Jacoway; Committee on Pensions, 837.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15463—Granting a pension to Nellie A. Dalton.
Mr. Johnson of Washington; Committee on Invalid Pensions, 837.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15464—Granting a pension to Gustav F. Breiter.
Mr. McLeod; Committee on Pensions, 837.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15465—Granting a pension to Winnie Runyan.
Mr. Robson of Kentucky; Committee on Invalid Pensions, 837.
- H. R. 15466—Granting a pension to Leah E. Ford.
Mr. Robson of Kentucky; Committee on Invalid Pensions, 837.
- H. R. 15467—Granting an increase of pension to Martha Jane Wilson.
Mr. Robson of Kentucky; Committee on Pensions, 837.
- H. R. 15468—Granting a pension to Louisa M. Walker.
Mr. Sells; Committee on Pensions, 837.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15469—Granting a pension to Nannie Jackson Mitchell.
Mr. Sells; Committee on Pensions, 837.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15470—Granting a pension to Frank C. Miller.
Mr. Sells; Committee on Pensions, 837.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15471—Granting a pension to Robert Bales.
Mr. Sells; Committee on Pensions, 837.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15472—Granting an increase of pension to Barbara Reineck.
Mr. Sherwood; Committee on Invalid Pensions, 837.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15473—Granting a pension to Daniel Micheals.
Mr. Shreve; Committee on Invalid Pensions, 837.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 15474—Granting a pension to Lucinda Bittner.
Mr. Zihlman; Committee on Invalid Pensions, 837.
- H. R. 15475—To amend an act entitled "An act to declare the purpose of the people of the United States as to the future political status of the people of the Philippine Islands, and to provide a more autonomous government for those islands," approved Aug. 29, 1916.
Mr. Townner; Committee on Insular Affairs, 870.
- H. R. 15476—To amend an act entitled "An act to declare the purpose of the people of the United States as to the future political status of the people of the Philippine Islands, and to provide a more autonomous government for these islands," approved Aug. 29, 1916.
Mr. Townner; Committee on Insular Affairs, 870.—Reported back (H. Rept. 1176), 1181.
- H. R. 15477—To authorize the Secretary of the Treasury to create in the United States Coast Guard the rank or grade of chief gunner, electrical, and to transfer thereto the present incumbent supervisors and assistant supervisors of telephone lines in the Coast Guard.
Mr. Walsh; Committee on Interstate and Foreign Commerce, 870.
- H. R. 15478—To levy a tax upon all imported meat held in storage for a period longer than 60 days, and for other purposes.
Mr. Frear; Committee on Ways and Means, 870.
- H. R. 15479—To amend section 11 of the act approved December 23, 1913, known as the Federal reserve act, as amended.
Mr. McFadden; Committee on Banking and Currency, 870.
- H. R. 15480—To authorize the Secretary of the Navy to accept a piece of land near San Diego, Calif., for aviation purposes.
Mr. Hicks; Committee on Naval Affairs, 870.
- H. R. 15481—To confer upon commissioners of the United States district court jurisdiction to try and determine misdemeanors, as defined by section 335 of the Penal Code, approved Mar. 4, 1909.
Mr. Caraway; Committee on the Judiciary, 870.
- H. R. 15482—To amend section 5 of the act entitled "An act to incorporate the American National Red Cross," approved Jan. 5, 1905.
Mr. Campbell of Kansas; Committee on Foreign Affairs, 870.—Reported back (H. Rept. 1262), 2180.
- H. R. 15483—To amend section 24a of an act entitled "An act to amend an act entitled 'An act for making further and more effectual provisions for the national defense, and for other purposes,' approved June 3, 1916, and to establish military justice," approved June 4, 1920.
Mr. Kraus; Committee on Military Affairs, 870.
- H. R. 15484—Making armistice day a legal holiday.
Mr. Smith of Michigan; Committee on the Judiciary, 870.
- H. R. 15485—Granting an increase of pension to Isabella Barnett.
Mr. Booher; Committee on Pensions, 870.
- H. R. 15486—Granting a pension to Margaret Flory.
Mr. Fess; Committee on Invalid Pensions, 870.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 15487—For the relief of John W. Murphy.
Mr. Huddleston; Committee on Claims, 870.
- H. R. 15488—Granting a pension to Anna Eliza Serrien.
Mr. Hull of Iowa; Committee on Invalid Pensions, 870.
- H. R. 15489—For the relief of Hiram S. Hurlbut.
Mr. Hull of Iowa; Committee on Military Affairs, 871.
- H. R. 15490—Granting a pension to Tillie Parkhurst.
Mr. Smith of Michigan; Committee on Invalid Pensions, 871.
- H. R. 15491—Granting a pension to Hester A. Barber.
Mr. White of Kansas; Committee on Pensions, 871.
- H. R. 15492—To amend the national prohibition act to prevent the sale, for medicinal purposes, of all liquor testing at less than 90 proof.
Mr. Vare; Committee on the Judiciary, 917.
- H. R. 15493—To provide for the return to the original owners of money and property seized under an act entitled "An act to define, regulate, and punish trading with the enemy and for other purposes," approved Oct. 6, 1917, and for other purposes.
Mr. Caldwell; Committee on Interstate and Foreign Commerce, 917.—Debated, 4587.
- H. R. 15494—Providing for the reservation of certain lands in Utah for two bands of Paiute Indians.
Mr. Snyder; Committee on Indian Affairs, 917.
- H. R. 15495—Providing for the reservation of certain lands in New Mexico for the Indians of the Zia Pueblo.
Mr. Snyder; Committee on Indian Affairs, 917.
- H. R. 15496—To amend an act entitled "An act to amend and modify the war risk insurance act," approved Dec. 24, 1919.
Mr. Stephens of Ohio; Committee on Interstate and Foreign Commerce, 917.
- H. R. 15497—To amend the act approved Dec. 23, 1913, known as the Federal reserve act, and to amend section 5236 of the Revised Statutes.
Mr. Elston; Committee on Banking and Currency, 917.
- H. R. 15498—Granting a pension to Mary Costin Kinnevan.
Mr. Ashbrook; Committee on Invalid Pensions, 917.
- H. R. 15499—Granting a pension to Nannie B. Turner.
Mr. Dickinson of Missouri; Committee on Invalid Pensions, 917.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15500—Granting a pension to Mary Florence Pugh.
Mr. Dowell; Committee on Invalid Pensions, 917.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.

- H. R. 15501—Granting a pension to Mahala Winn.
Mr. Dunbar; Committee on Invalid Pensions, 917.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15502—Granting a pension to Henrietta Sheumacher.
Mr. Dunbar; Committee on Invalid Pensions, 917.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15503—Granting a pension to Elizabeth Pfeifer.
Mr. Dunbar; Committee on Invalid Pensions, 917.
- H. R. 15504—Granting an increase of pension to William J. Givens.
Mr. Ferris; Committee on Pensions, 917.
- H. R. 15505—Granting a pension to Lewis Powers.
Mr. Fess; Committee on Invalid Pensions, 917.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15506—Granting a pension to Ruth B. Adamson.
Mr. Kearns; Committee on Invalid Pensions, 917.—Reported back (H. Rept. 1183) and H. R. 15901 substituted, 2159.
- H. R. 15507—Granting an increase of pension to John H. Doremus.
Mr. Radcliffe; Committee on Pensions, 917.
- H. R. 15508—Granting an increase of pension to Hannah E. Brainard.
Mr. Smithwick; Committee on Invalid Pensions, 917.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15509—Granting an increase of pension to Anis Apple.
Mr. Snell; Committee on Invalid Pensions, 917.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15510—To provide for the classification of civilian positions within the District of Columbia and the standardization of compensation therefor, and for other purposes.
Mr. Fairfield; Committee on Reform in the Civil Service, 973.
- H. R. 15511—To amend section 6 of an act approved Jan. 17, 1914, entitled "An act to prohibit the importation and use of opium for other than medicinal purposes," approved Feb. 9, 1909.
Mr. Henry T. Rainey; Committee on Ways and Means, 973.
- H. R. 15512—To acquire site for distant-control radio station in Porto Rico.
Mr. Stephens of Ohio; Committee on Naval Affairs, 973.
- H. R. 15513—Granting a pension to Mary E. Hulen.
Mr. Bland of Indiana; Committee on Invalid Pensions, 973.
- H. R. 15514—For the relief of Edith Kreger.
Mr. Cramton; Committee on Claims, 973.
- H. R. 15515—Granting an increase of pension to William Weddington.
Mr. Goodykoontz; Committee on Pensions, 973.
- H. R. 15516—For the relief of Barton H. Newell.
Mr. Kelly of Pennsylvania; Committee on Claims, 973.
- H. R. 15517—Granting an increase of pension to Clara L. Conklin.
Mr. Mann of Illinois; Committee on Pensions, 973.
- H. R. 15518—For the relief of J. A. Leslie.
Mr. Montague; Committee on Claims, 973.
- H. R. 15519—For the relief of Bessie B. Fowlkes.
Mr. Montague; Committee on Claims, 973.
- H. R. 15520—Granting a pension to Sallie Blevins.
Mr. Sells; Committee on Invalid Pensions, 973.
- H. R. 15521—Granting an increase of pension to Sarah E. Fortier.
Mr. Volstead; Committee on Pensions, 973.
- H. R. 15522—To validate the war-risk insurance of Warren O. Grimm, Ernest Dale Hubbard, Arthur McElfresh, and Ben Casagrande, who were murdered while parading in the uniform of the United States Army at Centralia, Wash., Nov. 11, 1919.
Mr. Volstead; Committee on Interstate and Foreign Commerce, 973.
- H. R. 15523—Making an appropriation to be expended under the provisions of the act of Mar. 1, 1911 (36 Stats., p. 961), entitled "An act to enable any State to cooperate with any other State or States, or with the United States, for the protection of the watersheds of navigable streams, and to appoint a commission for the acquisition of lands for the purpose of conserving the navigability of navigable rivers," as amended.
Mr. Lee of Georgia; Committee on Agriculture, 1019.
- I. R. 15524—To amend an act entitled "An act to provide revenue to defray war expenses, and for other purposes," approved Oct. 3, 1917.
Mr. Steenerson; Committee on the Post Office and Post Roads, 1019.
- I. R. 15525—To provide for the establishment on the Mississippi River, in the State of Wisconsin, of a fish-rescue station, to be under the direction of the Bureau of Fisheries of the Department of Commerce.
Mr. Esch; Committee on the Merchant Marine and Fisheries, 1019.—Reported with amendments (H. Rept. 1271), 2284.
- H. R. 15526—Granting a pension to Sarah M. Youngs.
Mr. Boies; Committee on Pensions, 1019.—Reference changed to Committee on Invalid Pensions, 2823.
- H. R. 15527—Granting a pension to Helen I. Tilton.
Mr. Burroughs; Committee on Invalid Pensions, 1019.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15528—Granting an increase of pension to Sarah V. Cribb.
Mr. Clark of Florida; Committee on Pensions, 1019.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15529—Granting a pension to Charles W. F. Hamilton.
Mr. Dallinger; Committee on Pensions, 1019.—Reference changed to Committee on Invalid Pensions, 1082.
- H. R. 15530—For the relief of Ephraim Lederer, collector of internal revenue for the first district of Pennsylvania.
Mr. Edmonds; Committee on Claims, 1019.—Reported back (H. Rept. 1222), 1913.
- H. R. 15531—To authorize the payment of a certain amount for damages sustained by collision with a motor truck of an automobile owned by W. F. Payne, El Paso, Tex.
Mr. Hudspeth; Committee on Claims, 1019.
- H. R. 15532—To correct the military record of Thomas W. Duerner.
Mr. Hullings; Committee on Military Affairs, 1019.
- H. R. 15533—To validate the war-risk insurance of Warren O. Grimm, Ernest Dale Hubbard, Arthur McElfresh, and Ben Casagrande, who were murdered while parading in the uniform of the United States Army at Centralia, Wash., Nov. 11, 1919.
Mr. Johnson of Washington; Committee on Interstate and Foreign Commerce, 1019.
- H. R. 15534—Granting a pension to Amelia C. Martin.
Mr. Kinkaid; Committee on Invalid Pensions, 1019.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15535—Granting a pension to Fedilla Avery.
Mr. Kinkaid; Committee on Invalid Pensions, 1019.
- H. R. 15536—Granting a pension to Julia A. Kelsey.
Mr. Lampert; Committee on Invalid Pensions, 1019.
- H. R. 15537—Granting a pension to Amanda Kenney.
Mr. Longworth; Committee on Pensions, 1019.—Reference changed to Committee on Invalid Pensions, 1539.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15538—Granting an increase of pension to Wyman Cottle.
Mr. Longworth; Committee on Pensions, 1019.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15539—Granting a pension to Juliaette Boon.
Mr. McKinley; Committee on Invalid Pensions, 1019.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15540—Granting an increase of pension to Wood C. Wilson.
Mr. Moore of Ohio; Committee on Pensions, 1019.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15541—Granting a pension to Fred J. Griffin.
Mr. Mott; Committee on Pensions, 1019.
- H. R. 15542—Granting a pension to Julia A. Gardner.
Mr. Wood of Indiana; Committee on Invalid Pensions, 1019.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15543—Making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June 30, 1922, and for other purposes.
Mr. Wood of Indiana, from Committee on Appropriations (H. Rept. 1165), 1082.—Debated, 1219, 1263, 1317, 1369, 1418, 4674, 4739.—Amended and passed House, 1429.—Referred to Senate Committee on Appropriations, 1440.—Reported with amendment (S. Rept. 774), 2925.—Debated, 2962, 2996, 3034, 3054, 3111.—Amended and passed Senate, 3129.—Senate requests conference with House, 3129.—Conferees appointed, 3129, 3269.—House disagrees to Senate amendments, agrees to conference, 3263, 3269.—Conference report submitted in House (H. Rept. 1375), 3911, 3985.—Agreed to, 3985.—House recedes from its disagreement to sundry amendments of Senate and agrees to same; recedes from its disagreement to amendments of Senate numbered 82, 112, and 113, and agrees to each thereof with an amendment; insists on its disagreement to the amendment of Senate No. 58, 3985.—Conference report submitted in Senate, 4117.—Agreed to, 4120.—Senate recedes from its amendment No. 58, agrees to the amendments of House to amendments of Senate Nos. 82 and 112, disagrees to amendment of House to amendment of Senate No. 113, further insists upon its amendment, and asks further conference, 4117-4122.—Conferees appointed, 4122, 4193.—House insists upon its disagreement to Senate amendment No. 113, agrees to conference asked by Senate, 4193.—Senate recedes from its disagreement to the amendment of the House to the amendment of Senate No. 113, 4159.—Examined and signed, 4219, 4314.—Presented to the President, 4356.—Approved [Public, No. 364], 4489.
- H. R. 15544—To consent to the construction, maintenance, and operation of a bridge across the Delaware River from the city of Philadelphia, Pa. to the city of Camden, N. J., and also to consent to an agreement between the States of Pennsylvania and New Jersey and the city of Philadelphia for the construction, maintenance, and operation of such bridge.
Mr. Darrow; Committee on Interstate and Foreign Commerce, 1082.
- H. R. 15545—To amend an act entitled "An act to revise and equalize rates of pension to certain soldiers, sailors, and marines of the Civil War and the War with Mexico, to certain widows, including widows of the War of 1812, former widows, dependent parents, and children of such soldiers, sailors, and marines, and to certain Army nurses, and granting pensions and increase of pensions in certain cases."
Mr. Burroughs; Committee on Invalid Pensions, 1082.
- H. R. 15546—To repeal certain portions of an act entitled "An act granting pensions and increase of pensions to certain soldiers and sailors of the Civil War and certain widows and dependent children of soldiers and sailors of said war," approved June 5, 1920.
Mr. Fuller; Committee on Invalid Pensions, 1082.—Reported back (H. Rept. 1180), 1292.—Passed House, 2164.—Referred to Senate Committee on Pensions, 2186.—Reported back (S. Rept. 771), 2825.—Re-referred to Committee on Pensions, 3599.
- H. R. 15547—To authorize the President in certain cases to relieve former members of the naval service of the disabilities now provided by law for conviction upon the charge of desertion.
Mr. Byrnes of South Carolina; Committee on Naval Affairs, 1082.
- H. R. 15548—To confer jurisdiction on the Supreme Court of the Philippine Islands to naturalize as citizens those who, after having made a declaration of intention to become citizens of the United States, have removed to the Philippine Islands before becoming naturalized in the United States, and to make applicable thereto the proceedings employed in such cases in courts of the United States in the naturalization of aliens.
Mr. Towner; Committee on Insular Affairs, 1083.
- H. R. 15549—Making armistice day a legal holiday.
Mr. Fish; Committee on the Judiciary, 1083.

- H. R. 15550—To establish a mint of the United States in the city of Chicago.
Mr. Britten; Committee on Coinage, Weights, and Measures, 1083.
- H. R. 15551—To amend and reenact subdivision (g) of section 204 and subdivision (g) of section 209 of the transportation act, 1920.
Mr. Winslow; Committee on Interstate and Foreign Commerce, 1083.
- H. R. 15552—Granting an increase of pension to Anne E. Black.
Mr. Ashbrook; Committee on Invalid Pensions, 1083.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15553—Granting an increase of pension to Edward Miller, alias Frank Smith.
Mr. Brooks of Pennsylvania; Committee on Pensions, 1083.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15554—To carry out the findings of the United States Court of Claims in case of Benjamin F. Hasson.
Mr. Crago; Committee on War Claims, 1083.
- H. R. 15555—For the relief of the Six Minute Ferry Co., of Vallejo, Calif.
Mr. Curry of California; Committee on Claims, 1083.
- H. R. 15556—Granting a pension to Clara Daughters.
Mr. Fess; Committee on Invalid Pensions, 1083.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15557—Granting an increase of pension to Charles Duerson, sr.
Mr. Fields; Committee on Invalid Pensions, 1083.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15558—Granting a pension to Sarah Haddiman.
Mr. King; Committee on Invalid Pensions, 1083.
- H. R. 15559—Granting a pension to Emma Hotchkiss.
Mr. Lampert; Committee on Pensions, 1083.
- H. R. 15560—To authorize the refund of a part of the purchase price of Camp Mills to the Buffalo Housewrecking & Salvage Co.
Mr. MacGregor; Committee on Claims, 1083.
- H. R. 15561—For the relief of the Gadsden Contracting Co.
Mr. Overstreet; Committee on Claims, 1083.
- H. R. 15562—Granting a pension to Susie La Baw.
Mr. Purnell; Committee on Invalid Pensions, 1083.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15563—Granting a pension to Mary J. Landes.
Mr. Purnell; Committee on Invalid Pensions, 1083.
- H. R. 15564—Granting a pension to Marshall E. Shutters.
Mr. Purnell; Committee on Invalid Pensions, 1083.
- H. R. 15565—Granting a pension to Estella E. Knight.
Mr. Ramseyer; Committee on Invalid Pensions, 1083.
- H. R. 15566—Granting a pension to Eliza P. Cook.
Mr. Robson of Kentucky; Committee on Invalid Pensions, 1083.
- H. R. 15567—Granting an increase of pension to Sharlett Farmer.
Mr. Robson of Kentucky; Committee on Invalid Pensions, 1083.
- H. R. 15568—Granting a pension to Lilly Guffey.
Mr. Robson of Kentucky; Committee on Pensions, 1083.
- H. R. 15569—Granting a pension to Clara Blunt.
Mr. Rubey; Committee on Invalid Pensions, 1083.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15570—Granting a pension to Delia E. Nelson.
Mr. Snell; Committee on Invalid Pensions, 1083.
- H. R. 15571—Granting a pension to Julia Hollingsworth.
Mr. Taylor of Tennessee; Committee on Invalid Pensions, 1083.
- H. R. 15572—Granting a pension to Polly E. Thompson.
Mr. Taylor of Tennessee; Committee on Pensions, 1083.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15573—Granting an increase of pension to Earle W. Brown.
Mr. Taylor of Tennessee; Committee on Pensions, 1083.
- H. R. 15574—For the relief of Mrs. Virgie Young.
Mr. Taylor of Tennessee; Committee on Claims, 1083.
- H. R. 15575—For the relief of Dampskibsselskabet Dannebrog, owner of the Danish steamship Flynderborg.
Mr. Whaley; Committee on Claims, 1083.—Reported back (H. Rept. 1191), 1438.
- H. R. 15576—Authorizing the Secretary of War to donate a condemned cannon and cannon balls to Pleasant View Cemetery, Cable, Ohio.
Mr. Fess; Committee on Military Affairs, 1134.
- H. R. 15577—Authorizing the Secretary of War to deliver to the Knights of Pythias Children's Home, Springfield, Ohio, one cannon or fieldpiece, with carriage, captured in the War with Germany, together with a suitable number of shells.
Mr. Fess; Committee on Military Affairs, 1134.
- H. R. 15578—To provide for the dishonorable discharge of certain persons inducted into the Military Establishment who refused to perform the regular military duties or wear the uniform of the military forces of the United States, and for other purposes.
Mr. Milligan; Committee on Military Affairs, 1134.
- H. R. 15579—Providing for the construction of a spillway and drainage ditch to lower and maintain the level of Lake Andes, S. Dak.
Mr. Christopherson; Committee on Indian Affairs, 1134.
- H. R. 15580—To increase the efficiency of the Medical Department of the Naval Reserve Force.
Mr. Butler; Committee on Naval Affairs, 1134.
- H. R. 15581—Granting a pension to Clarissa A. Shanks.
Mr. Anthony; Committee on Invalid Pensions, 1135.
- H. R. 15582—Granting a pension to Mathew Dudley.
Mr. Anthony; Committee on Pensions, 1135.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15583—Granting an increase of pension to Margaret A. Warren.
Mr. Anthony; Committee on Pensions, 1135.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15584—Granting an increase of pension to Louisa E. Schindling.
Mr. Anthony; Committee on Pensions, 1135.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15585—Granting a pension to Louisa May.
Mr. Begg; Committee on Invalid Pensions, 1135.—Reported back (H. Rept. 1183) and H. R. 15661 substituted, 2159.
- H. R. 15586—For the relief of Isabella A. Burns.
Mr. Dunbar; Committee on Military Affairs, 1135.
- H. R. 15587—For the relief of M. Fine & Sons.
Mr. Dunbar; Committee on Claims, 1135.
- H. R. 15588—For the relief of Earl Smith.
Mr. Fess; Committee on Claims, 1135.
- H. R. 15589—For the relief of Marle Patton.
Mr. Fess; Committee on Claims, 1135.
- H. R. 15590—Granting a pension to Ellen L. Barnes.
Mr. Greene of Vermont; Committee on Invalid Pensions, 1135.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15591—For the relief of the American Alliance Insurance Co.
Mr. Hastings; Committee on Claims, 1135.
- H. R. 15592—Granting a pension to Jane E. Kernan.
Mr. Haugen; Committee on Invalid Pensions, 1135.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15593—Granting a pension to James T. Farrill.
Mr. Haugen; Committee on Invalid Pensions, 1135.
- H. R. 15594—For the relief of William Weber.
Mr. Kearns; Committee on War Claims, 1135.
- H. R. 15595—For the relief of Herbert Broadhurst.
Mr. Kinkaid; Committee on Claims, 1135.
- H. R. 15596—Granting an increase of pension to Harriet F. Dennison.
Mr. Mudd; Committee on Invalid Pensions, 1135.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15597—Granting a pension to Mary M. Whitford.
Mr. Tilson; Committee on Pensions, 1135.
- H. R. 15598—Granting a pension to Alexander B. Murphy.
Mr. Tilson; Committee on Pensions, 1135.
- H. R. 15599—Granting an increase of pension to Antoine Tisdelle.
Mr. Winslow; Committee on Pensions, 1135.
- H. R. 15600—Granting a pension to Alberto Murray.
Mr. Winslow; Committee on Invalid Pensions, 1135.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2165.
- H. R. 15601—To amend the act entitled "An act to regulate further the entry of aliens into the United States."
Mr. Johnson of Washington; Committee on Foreign Affairs, 1181.
- H. R. 15602—To provide for the erection of an addition to the post-office building at Saginaw, West Side, Mich.
Mr. Fordney; Committee on Public Buildings and Grounds, 1181.
- H. R. 15603—To amend the act entitled "An act to establish a Bureau of Immigration and Naturalization, and to provide for a uniform rule for the naturalization of aliens throughout the United States," approved June 29, 1906, as amended, and the act entitled "An act in reference to the expatriation of citizens and their protection abroad," approved Mar. 2, 1907, and for other purposes.
Mr. Johnson of Washington; Committee on Immigration and Naturalization, 1181.—Reported back (H. Rept. 1185), 1338.
- H. R. 15604—To provide for an additional judge for the District Court of the United States for the District of Minnesota.
Mr. Knutson; Committee on the Judiciary, 1181.
- H. R. 15605—To provide for the transfer of certain officers of the Medical Reserve Corps, United States Navy, to the Regular Navy service.
Mr. Kelly of Pennsylvania; Committee on Naval Affairs, 1181.
- H. R. 15606—To provide for the exchange of Liberty bonds and Victory notes for Liberty gold notes of the United States.
Mr. Kelly of Pennsylvania; Committee on Ways and Means, 1181.
- H. R. 15607—To place the direction and management of all vessels in the service of the Government under the control of the Secretary of the Navy in case of war or national emergency.
Mr. Butler; Committee on Naval Affairs, 1181.
- H. R. 15608—To equalize the rank, pay, allowances, and other benefits of warrant officers in the Marine Corps with warrant officers in the Navy.
Mr. Butler; Committee on Naval Affairs, 1181.
- H. R. 15609—To extend the benefits of the naval appropriation act of June 4, 1920, to chief pharmacists and pharmacists in the United States Navy.
Mr. Kraus; Committee on Naval Affairs, 1182.
- H. R. 15610—For the establishment of marine schools, and for other purposes.
Mr. Lufkin; Committee on Naval Affairs, 1182.
- H. R. 15611—To establish the grades of pay clerk, chief marine gunner, chief quartermaster clerk, and chief pay clerk in the United States Marine Corps.
Mr. McPherson; Committee on Naval Affairs, 1182.
- H. R. 15612—To provide for the retirement of certain officers of the United States Marine Corps on account of disability contracted in line of duty.
Mr. Darrow; Committee on Naval Affairs, 1182.
- H. R. 15613—To recover the value of public property lost by persons in the naval service through abuse or negligence.
Mr. Peters; Committee on Naval Affairs, 1182.
- H. R. 15614—To authorize the President of the United States to classify and name the vessels of the Navy.
Mr. Lufkin; Committee on Naval Affairs, 1182.
- H. R. 15615—Authorizing and directing the Secretary of Agriculture to establish a farm-produce exchange, and for other purposes.
Mr. Sumners of Texas; Committee on Agriculture, 1182.

- H. R. 15616—For the relief of volunteer officers and soldiers who served in the Philippine Islands beyond the period of their enlistment.
Mr. Valle; Committee on Military Affairs, 1182.
- H. R. 15617—To amend the military record of Alonzo Rich.
Mr. Campbell of Kansas; Committee on Military Affairs, 1182.
- H. R. 15618—Granting an increase of pension to Charles N. Ashford.
Mr. Carss; Committee on Invalid Pensions, 1182.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15619—Granting a pension to Lida Haskill.
Mr. Cole; Committee on Invalid Pensions, 1182.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15620—Granting a pension to Jetora E. Anderson.
Mr. Fordney; Committee on Invalid Pensions, 1182.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15621—Granting an increase of pension to Alice M. Thompson.
Mr. Hill; Committee on Invalid Pensions, 1182.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15622—Granting a pension to Nelson H. Henry.
Mr. Hill; Committee on Invalid Pensions, 1182.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15623—Granting a pension to Mary Marshall.
Mr. Kelley of Michigan; Committee on Invalid Pensions, 1182.
- H. R. 15624—For the relief of J. E. Hendrix.
Mr. McDuffie; Committee on Claims, 1182.
- H. R. 15625—Granting a pension to Susan E. Allgood.
Mr. Ramseyer; Committee on Invalid Pensions, 1182.
- H. R. 15626—Granting a pension to Sarah Barnett.
Mr. Ricketts; Committee on Invalid Pensions, 1182.
- H. R. 15627—Granting a pension to Tillie Parkhurst.
Mr. Ricketts; Committee on Invalid Pensions, 1182.
- H. R. 15628—Granting a pension to Lizzie J. Levensaler.
Mr. White of Maine; Committee on Invalid Pensions, 1182.
- H. R. 15629—Granting a pension to Annie T. Lamarche.
Mr. White of Maine; Committee on Invalid Pensions, 1182.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15630—Granting an increase of pension to Amanda M. Bailey.
Mr. White of Maine; Committee on Invalid Pensions, 1182.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15631—Granting a pension to Selden E. Brann.
Mr. White of Maine; Committee on Invalid Pensions, 1182.
- H. R. 15632—Granting an increase of pension to Josiah B. Hull.
Mr. Winslow; Committee on Invalid Pensions, 1182.
- H. R. 15633—Granting a pension to Emily D. Mitchell.
Mr. Winslow; Committee on Invalid Pensions, 1182.
- H. R. 15634—To amend an act known as the "trading with the enemy act," approved Oct. 6, 1917, as amended by the act approved June 5, 1920.
Mr. Moores of Indiana; Committee on Interstate and Foreign Commerce, 1236.
- H. R. 15635—To amend an act entitled "An act for the relief of Indians occupying railroad lands in Arizona, New Mexico, or California," approved Mar. 4, 1913.
Mr. Hernandez; Committee on Indian Affairs, 1236.
- H. R. 15636—Conferring jurisdiction upon the Court of Claims to hear, examine, consider, and adjudicate the claim, including the right of enrollment, of any mixed-blood Menominee Indian who participated in the payment of the sum of \$40,000 provided for in article 4 of the treaty with the Menominee Indians of Oct. 18, 1848 (9 Stat. L., p. 952), or any descendant of such Indian, and for other purposes.
Mr. Classon; Committee on Indian Affairs, 1236.
- H. R. 15637—Conferring jurisdiction upon the Court of Claims to hear, examine, consider, and adjudicate claims which the Stockbridge and Munsee Indians may have against the United States, and for other purposes.
Mr. Classon; Committee on Indian Affairs, 1236.
- H. R. 15638—Authorizing the acquisition of a site and the erection thereon of a hospital plant for the investigation and treatment of trachoma at Pikeville, Ky.
Mr. Langley; Committee on Public Buildings and Grounds, 1236.
- H. R. 15639—Granting a pension to Ida L. Sook.
Mr. Ashbrook; Committee on Invalid Pensions, 1236.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15640—Granting a pension to Malinda Rundell.
Mr. Ashbrook; Committee on Invalid Pensions, 1236.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15641—Granting a pension to Mary E. Coaly.
Mr. Fields; Committee on Invalid Pensions, 1236.
- H. R. 15642—Granting an increase of pension to Mary M. Strong.
Mr. Greene of Vermont; Committee on Invalid Pensions, 1236.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15643—Granting a pension to Margaret S. Pruyn.
Mr. Hardy of Colorado; Committee on Invalid Pensions, 1236.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15644—Granting a pension to Mary A. Clark.
Mr. Kearns; Committee on Invalid Pensions, 1236.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15645—Granting an increase of pension to Abbie J. Lewis.
Mr. Kiess; Committee on Invalid Pensions, 1236.
- H. R. 15646—Granting an increase of pension to Hester A. Phillips.
Mr. Langley; Committee on Invalid Pensions, 1236.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15647—Granting an increase of pension to Mary E. Peake.
Mr. Langley; Committee on Invalid Pensions, 1237.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15648—For the relief of Bradley Sykes.
Mr. Madden; Committee on Claims, 1237.
- H. R. 15649—Granting a pension to Samuel W. Farmer.
Mr. Moores of Indiana; Committee on Invalid Pensions, 1237.
- H. R. 15650—Granting a pension to Sarah Ann Cornwell.
Mr. Padgett; Committee on Pensions, 1237.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15651—Granting an increase of pension to Helen T. Smith.
Mr. Pell; Committee on Pensions, 1237.
- H. R. 15652—Granting a pension to Jennie H. Squire.
Mr. Reed of New York; Committee on Invalid Pensions, 1237.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15653—Granting a pension to Nannie Merritt.
Mr. Sells; Committee on Pensions, 1237.
- H. R. 15654—Granting an increase of pension to William H. Martin.
Mr. Sells; Committee on Pensions, 1237.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15655—For the relief of Morris Simons.
Mr. Stephens of Ohio; Committee on Military Affairs, 1237.
- H. R. 15656—Granting a pension to Elizabeth A. Barclay.
Mr. Strong of Pennsylvania; Committee on Invalid Pensions, 1237.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15657—For the relief of Daniel R. Baker.
Mr. Zihlman; Committee on Military Affairs, 1237.
- H. R. 15658—To increase the tariff duties on cherries, to provide additional revenue, and for other purposes.
Mr. Johnson of Washington; Committee on Ways and Means, 1292.
- H. R. 15659—To provide additional terminal facilities in square east of 710 and square 712 for freight traffic.
Mr. Clark of Missouri; Committee on the District of Columbia, 1292.
- H. R. 15660—To provide for additional hospital and out-patient dispensary facilities for patients of the Bureau of War Risk Insurance, of the Federal Board for Vocational Education, Division of Rehabilitation, and other persons entitled by law to treatment by the Public Health Service.
Mr. Hayden; Committee on Public Buildings and Grounds, 1292.
- H. R. 15661—Granting pensions and increase of pensions to certain soldiers and sailors of the Civil War and certain widows and dependent children of soldiers and sailors of said war.
Mr. Fuller, from the Committee on Pensions (H. Rept. 1183), as substitute for certain bills referred to that committee, 1292.—Amended and passed House, 2158.—Referred to Senate Committee on Pensions, 2186.—Reported back (S. Rept. 779), 3033.—Re-referred to Committee on Pensions, 3599.
- H. R. 15662—To extend temporarily the time for filing applications for letters patent, for taking actions in the United States Patent Office with respect thereto, for the reviving and reinstatement of applications for letters patent, and for other purposes.
Mr. Nolan; Committee on Patents, 1292.—Reported back (H. Rept. 1320), 3098.—Passed House, 3582.—Referred to Senate Committee on Patents, 3598.—Reported back, 3737.—Debated, and passed Senate, 3737, 3739.—Examined and signed, 3872, 3859, 3896.—Presented to the President, 4008.—Approved [Public. No. 366], 4521.
- H. R. 15663—To reorganize the Indian Service, to expedite the settlement of Indian affairs, and for other purposes.
Mr. Snyder; Committee on Indian Affairs, 1292.—Reported with amendments (H. Rept. 1189), 1438.
- H. R. 15664—To authorize the Secretary of War to furnish to the National Museum certain articles of the arms, material, equipment, or clothing heretofore issued or produced for the United States Army, and to dispose of colors, standards, and guidons of demobilized organizations of the United States Army, and for other purposes.
Mr. Kahn; Committee on Military Affairs, 1292.—Reported back (H. Rept. 1231), 2042.
- H. R. 15665—To amend section 6 of the act of Congress entitled "An act for the protection and regulation of the fisheries of Alaska," approved June 26, 1906.
Mr. White of Maine; Committee on the Territories, 1292.—Reference changed to Committee on Merchant Marine and Fisheries, 1369, 1392.—Reported with amendments (H. Rept. 1270), 2284.
- H. R. 15666—To add certain lands to the Uncompaghe National Forest, in the State of Colorado.
Mr. Taylor of Colorado; Committee on the Public Lands, 1292.
- H. R. 15667—Granting a pension to Minnie May Andrews.
Mr. Ashbrook; Committee on Invalid Pensions, 1292.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15668—For the relief of Cornelius Dugan.
Mr. Darrow; Committee on Naval Affairs, 1292.
- H. R. 15669—Granting a pension to Loretta Burket.
Mr. Focht; Committee on Invalid Pensions, 1292.
- H. R. 15670—Granting a pension to William M. Golden.
Mr. Gard; Committee on Pensions, 1292.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15671—For the relief of the heirs of Capt. Jonas P. Levy.
Mr. Goldfogle; Committee on Claims, 1292.
- H. R. 15672—Granting a deed of quitclaim and release to J. L. Holmes of certain land in the town of Whitefield, Okla.
Mr. Hastings; Committee on Indian Affairs, 1292.—Reported with amendments (H. Rept. 1347), 3652.
- H. R. 15673—Granting an increase of pension to William Conlon.
Mr. Johnston of New York; Committee on Invalid Pensions, 1292.
- H. R. 15674—Granting a pension to John Dale.
Mr. Kelly of Pennsylvania; Committee on Pensions, 1292.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.

- H. R. 15675—Granting a pension to Lena A. Belcher.
Mr. MacGregor; Committee on Invalid Pensions, 1292.
- H. R. 15676—For the relief of the estate of Joseph Matthews.
Mr. Magee; Committee on Claims, 1292.—Reported back (H. Rept. 1213), 1724.
- H. R. 15677—For the relief of George Rutherford.
Mr. Merritt; Committee on Military Affairs, 1292.
- H. R. 15678—For the relief of Oliver A. Campbell.
Mr. Rowe; Committee on Military Affairs, 1293.—Reported back (H. Rept. 1188), 1438.
- H. R. 15679—Granting a pension to Mary E. Constable.
Mr. Sells; Committee on Pensions, 1293.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15680—Authorizing the President to appoint George Gibson Harman to the position and rank of first lieutenant, Quartermaster Corps, in the United States Army.
Mr. Slomp; Committee on Military Affairs, 1293.
- H. R. 15681—Granting an increase of pension to Ulysses Grant Kirker.
Mr. Temple; Committee on Invalid Pensions, 1293.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15682—Making appropriations for the current and contingent expenses of the Bureau of Indian Affairs, for fulfilling treaty stipulations with various Indian tribes, and for other purposes, for the fiscal year ending June 30, 1922.
Mr. Elston, from Committee on Appropriations (H. Rept. 1184), 1315, 1338.—Debated, 1430, 1464, 1700, 4688.—Amended and passed House, 1723.—Referred to Senate Committee on Indian Affairs, 1727.—Reported with amendments (S. Rept. 744), 2406.—Debated, 2893, 2898.—Amended and passed Senate, 2913.—Senate requests conference with House, 2913.—Conferences appointed, 2913, 3072.—House disagrees to Senate amendments, agrees to conference, 3072.—Conference report submitted in House (H. Rept. 1338), 3433, 3500.—Debated and agreed to, 3500.—House recedes from its disagreement to sundry amendments of Senate and agrees to same—recedes from its disagreement to certain sundry amendments of Senate and agrees to same with amendments. House insists upon its disagreement to the amendments of the Senate Nos. 53, 65, 83, 104, and 106, and requests further conference with Senate, 3504, 3516, 3631.—Conference report submitted in Senate, 3656, 3735.—And agreed to, 3735.—Senate agrees to amendments of House to the amendments of the Senate Nos. 14, 17, 20, 25, 26, 27, 32, 40, 42, 43, 60, 61, 62, 64, 82, 94, 95, 101, 102, 109, 129, and 130, recedes from its amendments Nos. 53, 65, 83, 104, and 106, 3735.—Examined and signed, 3859, 3896.—Presented to the President, 4008.—Approved [Public, No. 359], 4474.
- H. R. 15683—Providing for a survey of Dunkirk Harbor, Dunkirk, N. Y.
Mr. Reed of New York; Committee on Rivers and Harbors, 1338.
- H. R. 15684—To amend section 1 of an act entitled "An act to pension the survivors of certain Indian wars from Jan. 1, 1859, to January, 1891, inclusive, and for other purposes," approved Mar. 4, 1917.
Mr. Gandy; Committee on Pensions, 1338.
- H. R. 15685—To permit the correction of the general account of the Treasurer of the United States.
Mr. Edmonds; Committee on Claims, 1338.—Reported back (H. Rept. 1194), 1488.
- H. R. 15686—Changing the period for doing annual assessment work on unpatented mineral claims from the calendar to the fiscal year ending June 30 each year.
Mr. Hayden; Committee on Mines and Mining, 1338.
- H. R. 15687—Granting certain public lands to the city of Phoenix, Ariz., for municipal purposes.
Mr. Hayden; Committee on the Public Lands, 1339.—Reported with amendments (H. Rept. 1385), 4265.
- H. R. 15688—To tax the privilege of dealing on exchanges, boards of trade, and similar places in contracts of sale of grain for future delivery, and for other purposes.
Mr. Hayden; Committee on Agriculture, 1339.
- H. R. 15689—Granting a pension to Mabel Nolin, daughter of John Nolan.
Mr. Cantrell; Committee on Invalid Pensions, 1339.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15690—For the relief of Eva Brannock Groomes.
Mr. Clark of Missouri; Committee on Claims, 1339.
- H. R. 15691—Granting a pension to Leonora E. Wright.
Mr. Davey; Committee on Pensions, 1339.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15692—For the relief of Thomas L. Harris.
Mr. Denison; Committee on Military Affairs, 1339.
- H. R. 15693—Granting a pension to Martha Tucker.
Mr. Denison; Committee on Invalid Pensions, 1339.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15694—For the relief of the heirs of William J. Crabtree, deceased.
Mr. Dickinson of Missouri; Committee on War Claims, 1339.
- H. R. 15695—For the relief of the Treasurer of the United States for lost bonds without the fault or negligence on the part of said Treasurer.
Mr. Edmonds; Committee on Claims, 1339.—Reported with amendment (H. Rept. 1195), 1488.
- H. R. 15696—Granting a pension to Tabitha Lewis.
Mr. Elliott; Committee on Invalid Pensions, 1339.
- H. R. 15697—Granting a pension to Fannie Hart Baber.
Mr. Fess; Committee on Invalid Pensions, 1339.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15698—Granting a pension to Julia Little.
Mr. Fess; Committee on Pensions, 1339.
- H. R. 15699—Granting an increase of pension to Smith Richards.
Mr. Kearns; Committee on Invalid Pensions, 1339.—Reported back (H. Rept. 1234) and 15900 substituted, 2164.
- H. R. 15700—Granting an increase of pension to Annie T. Barclay.
Mr. Knutson; Committee on Invalid Pensions, 1339.
- H. R. 15701—Granting an increase of pension to John F. Prater.
Mr. Langley; Committee on Pensions, 1339.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2311.
- H. R. 15702—For the relief of Charles A. Frid.
Mr. Merritt; Committee on Military Affairs, 1339.
- H. R. 15703—Granting an increase of pension to Sarah C. Rawlins.
Mr. Moores of Indiana; Committee on Invalid Pensions, 1339.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15704—Granting a pension to Margaret Sweet.
Mr. Moores of Indiana; Committee on Invalid Pensions, 1339.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15705—Granting a pension to Clara R. Pearson.
Mr. Purnell; Committee on Invalid Pensions, 1339.
- H. R. 15706—Granting a pension to George E. Wycuff.
Mr. Ricketts; Committee on Invalid Pensions, 1339.
- H. R. 15707—Granting an increase of pension to Abbey Smith.
Mr. Robson of Kentucky; Committee on Pensions, 1339.
- H. R. 15708—Granting an increase of pension to Susan Hall.
Mr. Robson of Kentucky; Committee on Invalid Pensions, 1339.
- H. R. 15709—Granting a pension to Hyman Mendelson.
Mr. Sabath; Committee on Pensions, 1339.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15710—Granting an increase of pension to Ellen S. Mussey.
Mr. Stephens of Ohio; Committee on Invalid Pensions, 1339.
- H. R. 15711—Granting a pension to Robert D. Wilson.
Mr. Strong of Kansas; Committee on Invalid Pensions, 1339.
- H. R. 15712—To authorize an exchange of public land of the United States for certain lands granted to the railroads in San Juan, McKinley, and Valencia Counties, State of New Mexico.
Mr. Hernandez; Committee on the Public Lands, 1392.
- H. R. 15713—To amend the transportation act, 1920.
Mr. Winslow; Committee on Interstate and Foreign Commerce, 1392.
- H. R. 15714—To amend an act entitled "An act for the relief of contractors and subcontractors for the post offices and other buildings and work under the supervision of the Treasury Department, and for other purposes."
Mr. Byrns of Tennessee; Committee on Public Buildings and Grounds, 1392.—Reported back (H. Rept. 1249), 2150.
- H. R. 15715—To amend section 2324 of the Revised Statutes.
Mr. Rhodes; Committee on Mines and Mining, 1392.
- H. R. 15716—To authorize the establishment of aids to navigation and to improve the existing aids in Fox River, Lake Winnebago, and lakes and channels connecting therewith, in the State of Wisconsin.
Mr. Lampert; Committee on Interstate and Foreign Commerce, 1392.
- H. R. 15717—To provide transportation on vessels of the Army Transport Service to officers and employees of the Lighthouse Service and to immediate members of their respective families.
Mr. Kahn; Committee on Military Affairs, 1392.
- H. R. 15718—Granting a pension to Dorcas A. Wilcox.
Mr. Begg; Committee on Invalid Pensions, 1393.
- H. R. 15719—Granting back pension due to John J. Haggerty.
Mr. Caldwell; Committee on Pensions, 1393.
- H. R. 15720—Granting a pension to Susan L. Paul.
Mr. Cramton; Committee on Invalid Pensions, 1393.
- H. R. 15721—Granting a pension to Harriet B. S. Soliday.
Mr. Moore of Ohio; Committee on Invalid Pensions, 1393.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15722—Granting a pension to Isaac E. McClure.
Mr. Ogden; Committee on Pensions, 1393.
- H. R. 15723—Granting an increase of pension to John C. Lane.
Mr. Oldfield; Committee on Invalid Pensions, 1393.
- H. R. 15724—Granting an increase of pension to Sarah A. Brewer.
Mr. Oldfield; Committee on Pensions, 1393.
- H. R. 15725—Granting a pension to Cereida A. Robbins.
Mr. Welty; Committee on Invalid Pensions, 1393.
- H. R. 15726—To prohibit the withholding from retired Government employees who may have been reemployed in the Government service any of their retirement annuities or other pay for services since retirement, and for other purposes.
Mr. Moores of Indiana; Committee on Reform in the Civil Service, 1439.
- H. R. 15727—Authorizing the disposition of certain lands, title to which was acquired by the United States for naval purposes during the war, which lands are no longer needed for naval purposes.
Mr. Butler; Committee on Naval Affairs, 1439.
- H. R. 15728—Authorizing the President to requisition fuel necessary to maintain the Navy, and for other purposes.
Mr. Butler; Committee on Naval Affairs, 1439.
- H. R. 15729—Authorizing the removal of the War College, Rhode Island, to the District of Columbia.
Mr. Butler; Committee on Naval Affairs, 1439.
- H. R. 15730—To provide for the retirement as second lieutenant of Field Artillery in the Army of Cadet Frederick S. Warren.
Mr. Begg; Committee on Military Affairs, 1439.
- H. R. 15731—Granting an increase of pension to Jerry Fitzpatrick.
Mr. Cannon; Committee on Pensions, 1439.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15732—Granting a pension to Amanda J. Gilmore.
Mr. Cole; Committee on Invalid Pensions, 1439.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15733—Granting a pension to Ellen E. Brock.
Mr. Dunbar; Committee on Invalid Pensions, 1439.

- H. R. 15734—Granting a pension to Sarah McGowan.
Mr. Fess; Committee on Invalid Pensions, 1439.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15735—Granting a pension to Daniel Lynch.
Mr. Gandy; Committee on Invalid Pensions, 1439.
- H. R. 15736—Granting a pension to Lee F. Pixley.
Mr. Howard; Committee on Pensions, 1439.
- H. R. 15737—For the relief of Maj. F. Ellis Reed.
Mr. Kleczka; Committee on War Claims, 1439.
- H. R. 15738—Granting an increase of pension to John A. Poe.
Mr. Lanham; Committee on Pensions, 1439.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15739—Granting a pension to Mary Collum.
Mr. Michener; Committee on Invalid Pensions, 1439.
- H. R. 15740—Granting a pension to Florence Whitaker.
Mr. Oldfield; Committee on Invalid Pensions, 1439.
- H. R. 15741—For the relief of Ella Allison.
Mr. Parrish; Committee on Claims, 1439.
- H. R. 15742—Granting an increase of pension to Amanda Baird.
Mr. Henry T. Rainey; Committee on Invalid Pensions, 1439.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15743—Granting a pension to Alice Dunbar.
Mr. Smithwick; Committee on Invalid Pensions, 1439.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15744—Granting a pension to Charity A. Freeman.
Mr. Swope; Committee on Pensions, 1439.—Reference changed to Committee on Invalid Pensions, 1853.
- H. R. 15745—Granting a pension to John A. Thomas.
Mr. Townner; Committee on Invalid Pensions, 1439.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15746—To amend sections 4402, 4404, and 4414 of the Revised Statutes of the United States, to classify and provide salaries for officers and clerks of the Steamboat-Inspection Service.
Mr. Greene of Massachusetts; Committee on the Merchant Marine and Fisheries, 1489.
- H. R. 15747—For the erection of a public post-office building at Pecos, Reeves County, Tex., and appropriating money therefor.
Mr. Hudspeth; Committee on Public Buildings and Grounds, 1489.
- H. R. 15748—To correct the status of permanent and temporary officers in the grade of rear admiral.
Mr. Britten; Committee on Naval Affairs, 1489.
- H. R. 15749—To authorize the Commissioners of the District of Columbia to accept donations of money for the establishment of a branch library in the District of Columbia, and for other purposes.
Mr. Mapes; Committee on the District of Columbia, 1489.
- H. R. 15750—To authorize the construction of a bridge across the Little Calumet River, in Cook County, State of Illinois, at or near the village of Burnham, in said county.
Mr. Wilson of Illinois; Committee on Interstate and Foreign Commerce, 1489.—Reported back (H. Rept. 1232), 2042.—Passed House, 2758.—Referred to Senate Committee on Commerce, 2764.—Reported back (S. Rept. 784), 3109.—Passed Senate, 3109.—Examined and signed, 3263, 3293.—Presented to the President, 3326.—Approved [Public, No. 325], 3630.
- H. R. 15751—Granting an increase of pension to Stamford W. Rife.
Mr. Foster; Committee on Pensions, 1489.
- H. R. 15752—Granting an increase of pension to Betsy G. Frost.
Mr. Foster; Committee on Invalid Pensions, 1489.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15753—Granting a pension to Sarah A. West.
Mr. Hicks; Committee on Invalid Pensions, 1489.
- H. R. 15754—Granting an increase of pension to Anna B. McCurley.
Mr. Hicks; Committee on Invalid Pensions, 1489.
- H. R. 15755—Granting a pension to Dorothy H. Volk.
Mr. James of Michigan; Committee on Pensions, 1489.—Reference changed to Committee on Invalid Pensions, 1854, 3230.
- H. R. 15756—For the relief of Sherman Burt.
Mr. King; Committee on Reform in the Civil Service, 1489.
- H. R. 15757—Granting a pension to Mary A. Carroll.
Mr. Magee; Committee on Invalid Pensions, 1489.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15758—Granting an increase of pension to Sarah Ann Stoddard.
Mr. McLaughlin of Michigan; Committee on Invalid Pensions, 1489.
- H. R. 15759—Granting a pension to George W. Vineyard.
Mr. Moon; Committee on Invalid Pensions, 1489.—Reference changed to Committee on Pensions, 1724.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15760—Granting a pension to Elizabeth B. Howard.
Mr. Mott; Committee on Invalid Pensions, 1489.
- H. R. 15761—Amendatory of the acts of July 2, 1917 (40 Stats., p. 241), and of Apr. 11, 1918 (40 Stats., p. 518), in relation to condemnation proceedings.
Mr. Pou; Committee on the Judiciary, 1539.
- H. R. 15762—Conferring jurisdiction upon the Court of Claims to hear, examine, consider, and adjudicate claims of Lake Superior Chippewa Indians against the United States, and for other purposes.
Mr. Nelson of Wisconsin; Committee on Indian Affairs, 1539.
- H. R. 15763—For the relief of persons claiming right of allotment on the Bad River Reservation in the State of Wisconsin, and for other purposes.
Mr. Nelson of Wisconsin; Committee on Indian Affairs, 1539.
- H. R. 15764—For the enrollment and allotment of members of the Lac du Flambeau Band of Lake Superior Chippewas, in the State of Wisconsin, and for other purposes.
Mr. Snyder; Committee on Indian Affairs, 1539.
- H. R. 15765—Promoting civilization and self-support among the Indians of the Mescalero Reservation in New Mexico.
Mr. Snyder; Committee on Indian Affairs, 1539.
- H. R. 15766—To amend section 19 of the Criminal Code of the United States.
Mr. Kelly of Pennsylvania; Committee on the Judiciary, 1539.
- H. R. 15767—To authorize the coinage of a 50-cent piece in commemoration of the one hundredth anniversary of the admission of Missouri into the Union.
Mr. Nelson of Missouri; Committee on Coinage, Weights, and Measures, 1539.—Reported with amendment (H. Rept. 1315), 2960.
- H. R. 15768—Making appropriation for the improvement of Quincy (Ill.) Bay.
Mr. King; Committee on Rivers and Harbors, 1539.
- H. R. 15769—To authorize the construction of a bridge over the Rio Grande River between the cities of Del Rio, Tex., and Las Vacas, Mexico.
Mr. Hudspeth; Committee on Interstate and Foreign Commerce, 1539.—Reported with amendments (H. Rept. 1285), 2478.—Debated, amended, and passed House, 2759.—Referred to Senate Committee on Commerce, 2764.—Reported back (S. Rept. 814) and passed Senate, 3739.—Examined and signed, 3833, 3872.—Presented to the President, 3963.—Approved [Public, No. 352], 4194.
- H. R. 15770—To authorize the more complete endowment of agricultural experiment stations, and for other purposes.
Mr. Purnell; Committee on Agriculture, 1539.
- H. R. 15771—To provide for actual and necessary expenses of officers of the Navy when traveling by air.
Mr. Hicks; Committee on Naval Affairs, 1539.
- H. R. 15772—Requesting railroads and transportation companies operating within or without the continental limits of the United States to grant reduced rates to persons in the military services.
Mr. Hicks; Committee on Interstate and Foreign Commerce, 1539.
- H. R. 15773—Limiting the payments of gratuities for enlistments in the Navy and Marine Corps.
Mr. Peters; Committee on Naval Affairs, 1539.
- H. R. 15774—Governing reenlistment gratuities for men reenlisting in the United States Navy.
Mr. Peters; Committee on Naval Affairs, 1539.
- H. R. 15775—Authorizing the Secretary of the Navy to check against the accounts of the naval reservists for nonperformance of training duty.
Mr. Oliver; Committee on Naval Affairs, 1539.
- H. R. 15776—To amend the act for the establishment of marine schools, and for other purposes, approved Mar. 4, 1911.
Mr. Lufkin; Committee on Naval Affairs, 1540.
- H. R. 15777—To authorize the Secretary of the Navy to remove the charge of desertion in certain cases.
Mr. Stephens of Ohio; Committee on Naval Affairs, 1540.
- H. R. 15778—To amend and reenact the first paragraph of subdivision (a) of section 203 of the transportation act, 1920.
Mr. Coady; Committee on Interstate and Foreign Commerce, 1540.
- H. R. 15779—Granting allowance to disbursing officers for payment for civilian outfits furnished enlisted men.
Mr. Lufkin; Committee on Naval Affairs, 1540.
- H. R. 15780—To amend section 1 of the act of Congress approved Mar. 2, 1895 (28 Stat. L., p. 907), and to extend restrictions against alienation of lands allotted to and inherited by certain Quapaw Indians, and for other purposes.
Mr. Howard; Committee on Indian Affairs, 1540.—Reported with amendments (H. Rept. 1225), 1990.—Stricken from the calendar, 4213.
- H. R. 15781—For the relief of the Merritt & Chapman Derrick & Wrecking Co.
Mr. Cleary; Committee on Claims, 1540.
- H. R. 15782—Granting an increase of pension to Lurany McClellan.
Mr. Drane; Committee on Pensions, 1540.
- H. R. 15783—Granting relief to Everts Walton Ople.
Mr. Flood; Committee on Military Affairs, 1540.
- H. R. 15784—Authorizing the President to reappoint and honorably discharge David J. Sawyer, second lieutenant, National Army, as of May 11, 1919.
Mr. Hardy of Texas; Committee on Military Affairs, 1540.
- H. R. 15785—For the relief of James Gilroy.
Mr. Hill; Committee on Military Affairs, 1540.
- H. R. 15786—Granting a pension to Harrison Lantz.
Mr. King; Committee on Invalid Pensions, 1540.
- H. R. 15787—Granting a pension to Burnham Gibson.
Mr. Langley; Committee on Pensions, 1540.
- H. R. 15788—Granting a pension to Joseph Floyd.
Mr. Rubey; Committee on Invalid Pensions, 1540.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15789—To authorize the President to promote J. C. Lewis, a technical sergeant, Quartermaster Corps, to the rank of a first lieutenant, Quartermaster Corps, United States Army.
Mr. Venable; Committee on Military Affairs, 1540.
- H. R. 15790—Granting an increase of pension to William Teeters.
Mr. Zihlman; Committee on Pensions, 1540.
- H. R. 15791—To transfer to the Department of Justice the Judge Advocate General's Department of the Army and the Judge Advocate General of the Navy and the office of the Judge Advocate General of the Navy, with all his assistants and force, on July 1, 1921.
Mr. Little; Committee on the Judiciary, 1637.
- H. R. 15792—To simplify the revenue act of 1918 by repealing the war-profits and excess-profits tax, and for other purposes.
Mr. McLeod; Committee on Ways and Means, 1657.

- H. R. 15793—Authorizing the Secretary of the Interior to purchase necessary lands for use of the Government fuel yards, for the erection of a garage, and payment by check by branches of the Federal Government for fuel furnished.
Mr. Rhodes; Committee on Public Buildings and Grounds, 1857.—Reference changed to Committee on Mines and Mining, 1888, 1913.
- H. R. 15794—For the relief of Mary Kent.
Mr. Blackmon; Committee on Claims, 1857.
- H. R. 15795—To correct the military record of Josiah P. Sanders.
Mr. Classon; Committee on Military Affairs, 1857.
- H. R. 15796—Granting a pension to Paul O. Brownlee.
Mr. Crisp; Committee on Pensions, 1857.
- H. R. 15797—Granting an increase of pension to Mary E. Goldman.
Mr. Dunbar; Committee on Invalid Pensions, 1857.
- H. R. 15798—Authorizing the allowance of homestead application to Hugh H. Gunn.
Mr. Gandy; Committee on the Public Lands, 1857.
- H. R. 15799—For the relief of Adaline White.
Mr. Little; Committee on Claims, 1857.
- H. R. 15800—Granting a pension to Annie Crill.
Mr. Ramseyer; Committee on Invalid Pensions, 1857.
- H. R. 15801—Granting an increase of pension to Mary J. Willey.
Mr. Strong of Kansas; Committee on Invalid Pensions, 1857.
- H. R. 15802—Granting a pension to William Robinold.
Mr. Vestal; Committee on Invalid Pensions, 1857.
- H. R. 15803—Granting an increase of pension to Susan Baker.
Mr. Vestal; Committee on Invalid Pensions, 1857.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15804—To authorize the President to present certain ordnance and ammunition to the Portuguese Republic.
Mr. Porter; Committee on Foreign Affairs, 1895.
- H. R. 15805—To authorize the payment of an indemnity to the Norwegian Government for the detention of three subjects of Norway in Hudson County, N. J.
Mr. Porter; Committee on Foreign Affairs, 1895.
- H. R. 15806—To amend section 2 of the act of Aug. 9, 1912 (37 Stat. L. p. 265), relating to liens in patents and water-right certificates.
Mr. Kinkaid; Committee on Irrigation of Arid Lands, 1895.
- H. R. 15807—To authorize the Secretary of the Navy to sanction the use of certain titles on tablets or other memorials.
Mr. Peters; Committee on Naval Affairs, 1895.
- H. R. 15808—To authorize the President to relieve certain officers and enlisted men from the disabilities which they have heretofore or would hereafter suffer through the charge of desertion standing on their records, and for other purposes.
Mr. Butler; Committee on Naval Affairs, 1895.
- H. R. 15809—To authorize the payment to the Government of France of \$13,511.13 as an indemnity requested in behalf of Mme. Crignier for losses sustained by her as the result of a search for the body of Admiral John Paul Jones.
Mr. Porter; Committee on Foreign Affairs, 1895.
- H. R. 15810—Establishing an additional division of the district court of Alaska.
Mr. Grigsby; Committee on the Judiciary, 1895.
- H. R. 15811—Making an appropriation for the payment of special assessment for paving, curbing, and guttering of Lock Avenue, Louisa, Ky., adjacent to real estate owned by the United States and occupied by Government Lock No. 3.
Mr. Fields; Committee on Public Buildings and Grounds, 1895.
- H. R. 15812—Making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1922.
Mr. Anderson, from Committee on Appropriations (H. Rept. 1212), 1894, 1895.—Debated, 1829, 1891, 1965, 2016, 2071, 2123, 4721.—Amended and passed House, 2126.—Referred to Senate Committee on Agriculture and Forestry, 2155.—Reported with amendment (S. Rept. 777), 3033.—Debated, 3473, 3530, 3539, 3553, 3556, 3605, 3657.—Amended and passed Senate, 3691.—Senate requests conference with House, 3691.—Conferees appointed, 3691, 3815.—House disagrees to Senate amendments and agrees to conference, 3815.—Conference report submitted in House (H. Rept. 1384), 4008, 4075.—And agreed to, 4078.—House further insists upon its disagreement to certain Senate amendments and asks further conference, 4075-4097.—Conferees appointed, 4097, 4129.—Conference report submitted in Senate, 4126.—Agreed to, 4127.—Senate agrees to amendments of House to amendments of Senate Nos. 40, 48, 49, 92, 93, 107, 117, and 118, insists upon its amendments Nos. 11, 12, 31, 32, 33, 79, 80, 82, and 119; disagrees to amendments of House to amendments of Senate Nos. 115 and 116, insists upon these said amendments, and agrees to further conference, 4129.—Conference report submitted in Senate, 4161.—Withdrawn in Senate, 4162.—House insists upon its amendments to the Senate amendments Nos. 115 and 116 and agrees to further conference, 4314.—Conference report submitted in Senate, 4224.—Debated and agreed to, 4224.—4229.—Conference report submitted in House, 4340.—Agreed to, 4341.—Examined and signed, 4356, 4380.—Presented to the President, 4466.—Approved [Public No. 367], 4521.
- H. R. 15813—Granting a pension to Ida Taylor.
Mr. Bland of Indiana; Committee on Invalid Pensions, 1895.
- H. R. 15814—Granting a pension to Louisa Watson.
Mr. Bland of Indiana; Committee on Invalid Pensions, 1895.
- H. R. 15815—For the relief of William R. Peck.
Mr. Copley; Committee on Claims, 1895.
- H. R. 15816—Granting a pension to Mary E. Harwood.
Mr. Hernandez; Committee on Invalid Pensions, 1895.
- H. R. 15817—Granting a pension to Fred Wellmann.
Mr. Igoo; Committee on Pensions, 1895.
- H. R. 15818—Granting an increase of pension to Valentine B. Proehl.
Mr. Ireland; Committee on Pensions, 1895.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15819—For the relief of Mie Uratake.
Mr. Porter; Committee on Foreign Affairs, 1895.
- H. R. 15820—To prohibit improper and corrupt lobbying, and to provide for registration of persons employed to appear before departments and bureaus of the Government to advocate or oppose legislative measures in Congress, and to provide that all recommendations to the President for the appointment of judges shall be open for inspection.
Mr. Welty; Committee on the Judiciary, 1725.
- H. R. 15821—Authorizing the Secretary of War to deliver to the city of Coatesville, Pa., captured cannons or fieldpieces and suitable outfit of cannon balls.
Mr. Butler; Committee on Military Affairs, 1725.
- H. R. 15822—For the prevention of venereal diseases in the District of Columbia, and for other purposes.
Mr. Raker; Committee on the District of Columbia, 1725.
- H. R. 15823—Creating three grades of warrant officers in the Army, and for other purposes.
Mr. Siegel; Committee on Military Affairs, 1725.
- H. R. 15824—To authorize the Secretary of Commerce to convey to Augustus S. Peabody certain land in Galveston County, Tex.
Mr. Briggs; Committee on the Public Lands, 1725.—Reported with amendment (H. Rept. 1254), 2180.
- H. R. 15825—Granting a pension to Catharine Miller.
Mr. Focht; Committee on Invalid Pensions, 1725.
- H. R. 15826—For the relief of James T. Farrill.
Mr. Haugen; Committee on Military Affairs, 1725.
- H. R. 15827—Granting a pension to Sarah G. London.
Mr. Hawley; Committee on Pensions, 1725.
- H. R. 15828—Granting a pension to Elizabeth Sanders.
Mr. Rubey; Committee on Invalid Pensions, 1725.
- H. R. 15829—Fixing the taxable status of lands received in exchange for lands formerly embraced in the grants to the Oregon & California Railroad Co. and the Coos Bay Wagon Road Co.
Mr. Sinnott; Committee on the Public Lands, 1854.
- H. R. 15830—To amend section 3 of an act entitled "An act to provide for the leasing of coal lands in the Territory of Alaska, and for other purposes," approved Oct. 20, 1914.
Mr. Sinnott; Committee on the Public Lands, 1854.—Reported with amendment (H. Rept. 1266), 2284.—Debated, 4344.
- H. R. 15831—To authorize the Secretary of the Treasury to sell a portion of the Federal building site in the city of Duquoin, Ill.
Mr. Denison; Committee on Public Buildings and Grounds, 1854.—Reported back (H. Rept. 1310), 2888.
- H. R. 15832—Providing additional terminal facilities in square east of 710 and square 712 for freight traffic.
Mr. Clark of Missouri; Committee on the District of Columbia, 1854.
- H. R. 15833—Providing for the investment of the Postal Saving System reserve in United States Government bonds and other securities.
Mr. Madden; Committee on the Post Office and Post Roads, 1854.
- H. R. 15834—Authorizing the accounting officers of the Treasury to adjust certain accounts of certain diplomatic and consular officers.
Mr. Ackerman; Committee on Foreign Affairs, 1854.—Reported with amendment (H. Rept. 1218), 1913.
- H. R. 15835—For the acquisition of embassy, legation, and consular buildings and grounds.
Mr. Porter; Committee on Foreign Affairs, 1854.
- H. R. 15836—To amend the transportation act, 1920.
Mr. Winslow; Committee on Interstate and Foreign Commerce, 1854.—Reported back (H. Rept. 1243), 2100.—Debated, 2736, 2801.—Amended and passed House, 2819.—Referred to Senate Committee on Interstate Commerce, 2828.—Reported back, 3233.—Debated, 3539, 3541, 3599, 4602.—Passed Senate, 3601.—Examined and signed, 3621, 3630.—Presented to the President, 3652.—Approved [Public No. 328], 4079.
- H. R. 15837—Amending section 97 of the act entitled "An act to codify, revise, and amend the laws relating to the judiciary," approved Mar. 3, 1911.
Mr. Crowther; Committee on the Judiciary, 1854.
- H. R. 15838—Granting a pension to Susan Fuller.
Mr. Donovan; Committee on Invalid Pensions, 1854.
- H. R. 15839—Granting an increase of pension to Maria Manuela Lobato.
Mr. Hardy of Colorado; Committee on Invalid Pensions, 1854.
- H. R. 15840—Granting a pension to James J. Davis.
Mr. Hastings; Committee on Invalid Pensions, 1854.
- H. R. 15841—Granting a pension to Robert Ross.
Mr. Hastings; Committee on Invalid Pensions, 1854.
- H. R. 15842—Granting an increase of pension to Joseph B. Antoine.
Mr. Hastings; Committee on Invalid Pensions, 1854.
- H. R. 15843—Granting an increase of pension to Joshua Gage.
Mr. Hastings; Committee on Invalid Pensions, 1854.
- H. R. 15844—Granting an increase of pension to Price Cochran.
Mr. Hastings; Committee on Invalid Pensions, 1854.
- H. R. 15845—For the relief of James T. Farrill.
Mr. Haugen; Committee on Military Affairs, 1854.
- H. R. 15846—Granting permission to Mrs. R. S. Abernethy, of Lincoln, N. C., to accept the decoration of the bust of Bolivar.
Mr. Hoey; Committee on Foreign Affairs, 1854.
- H. R. 15847—Granting a pension to Sarah A. Jennings.
Mr. Hoey; Committee on Pensions, 1854.
- H. R. 15848—Granting a pension to Margaret Daley.
Mr. Igoo; Committee on Pensions, 1854.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15849—Granting an increase of pension to Mary Crosson At-Lee.
Mr. Linthicum; Committee on Invalid Pensions, 1854.
- H. R. 15850—For the relief of Francis Graves Bonham.
Mr. Slenp; Committee on Military Affairs, 1854.

- H. R. 15851—To reimburse officers, nurses, and civilian employees of the United States Public Health Service and inmates of the United States Public Health Service Hospital, at Corpus Christi, Tex., for losses sustained as the result of a storm which occurred in Texas upon Sept. 14, 1919.
Mr. Smith of Illinois; Committee on Claims, 1913.
- H. R. 15852—To provide for the investigation of frauds or errors committed at primary elections for the nomination of candidate for Congress in the House of Representatives and for the correction thereof, and for other purposes.
Mr. Hullings; Committee on Election of President, Vice President, and Representatives in Congress, 1913.
- H. R. 15853—To amend an act entitled "An act to provide for vocational rehabilitation and return to civil employment of disabled persons discharged from the military or naval forces of the United States, and for other purposes," approved June 27, 1918, as amended by the act of July 11, 1919.
Mr. Fess; Committee on Education, 1913.—Reported with amendments (H. Rept. 1374), 3912.
- H. R. 15854—Relating to the creation of the office of lieutenant general of the armies of the United States.
Mr. Kahn; Committee on Military Affairs, 1913.
- H. R. 15855—Authorizing the Secretary of War to furnish free transportation and subsistence from Europe to the United States for certain destitute discharged soldiers and their wives and children.
Mr. Kahn; Committee on Military Affairs, 1913.
- H. R. 15856—Fixing the compensation of Senators, Representatives in Congress, Delegates from Territories, and Resident Commissioners.
Mr. Campbell of Pennsylvania; Committee on the Judiciary, 1913.
- H. R. 15857—Further regulating the granting of visés by diplomatic and consular officers of the United States, and for other purposes.
Mr. Newton of Minnesota; Committee on Foreign Affairs, 1913.
- H. R. 15858—Supplemental to an act entitled "An act for the retirement of employees in the classified civil service, and for other purposes" (Public, No. 215, 66th Cong.), approved May. 22, 1920.
Mr. Lehlbach; Committee on Reform in the Civil Service, 1913.—Reported with amendments (H. Rept. 1303), 2822.
- H. R. 15859—Authorizing the Secretary of the Navy to transfer to the Fleet Naval Reserve any enlisted man of the naval service with 16 or more years' naval service.
Mr. Peters; Committee on Naval Affairs, 1913.
- H. R. 15860—Providing for the purchase of farm loan bonds.
Mr. Sisson; Committee on Banking and Currency, 1913.
- H. R. 15861—To confirm private claim No. 61 of Ambrose Reopel in townships 2 and 3 south, range 11 east, Michigan meridian, Wayne County, Mich.
Mr. Doremus; Committee on the Public Lands, 1914.—Reported with amendment (H. Rept. 1335), 3438.—Amended and passed House, 4479.—Referred to Senate Committee on Public Lands, 4392.—Reported back, amended, and passed Senate, 4408.—Examined and signed, 4439, 4520.—Presented to the President, 4543.—Approved [Private No. 120], 4544.
- H. R. 15862—Granting a pension to Josephine Holmes.
Mr. Dyer; Committee on Pensions, 1914.
- H. R. 15863—Granting an increase of pension to Olive G. Hughes.
Mr. Harrelld; Committee on Invalid Pensions, 1914.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15864—For the relief of Chancy W. Peak.
Mr. Hill; Committee on War Claims, 1914.
- H. R. 15865—Granting a pension to Frances Melcher.
Mr. Ricketts; Committee on Invalid Pensions, 1914.
- H. R. 15866—Granting a pension to James Campbell.
Mr. Ricketts; Committee on Invalid Pensions, 1914.
- H. R. 15867—Granting a pension to Martha Eaker.
Mr. Rubey; Committee on Invalid Pensions, 1914.
- H. R. 15868—Granting an increase of pension to William M. Lillard.
Mr. Sells; Committee on Pensions, 1914.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15869—Granting a pension to Jennie Hutton.
Mr. Wood of Indiana; Committee on Invalid Pensions, 1914.
- H. R. 15870—Granting a pension to Charles Diden.
Mr. Wood of Indiana; Committee on Pensions, 1914.
- H. R. 15871—Granting a pension to Francis M. Washburn.
Mr. Wood of Indiana; Committee on Pensions, 1914.
- H. R. 15872—Making appropriations for the Diplomatic and Consular Service for the fiscal year ending June 30, 1922.
Mr. Rogers, from the Committee on Appropriations (H. Rept. 1226), 1963, 1990.—Debated, 2130, 2164, 2261, 2317.—Amended and passed House, 2318.—Referred to Senate Committee on Foreign Relations, 2299.—Reported with amendments (S. Rept. 773), 2892.—Debated, 3373.—Amended and passed Senate, 3387.—Senate requests conference with House, 3387.—Conferees appointed, 3387, 3499, 3594.—House disagrees to amendments of Senate; agrees to conference, 3499.—Conference report submitted in House (H. Rept. 1348), 3621, 3800.—Conference report agreed to, 3800.—House recedes from its disagreement to Senate amendments Nos. 1, 2, 3, 4, 5, 9, 10, 11, 12, 13, 14, 18, 19, 22, 23, 26, 32, 33, 34, and 36, and agree to same; recedes from its disagreement to Senate amendments Nos. 27 and 30 and agree to each with an amendment, 3800.—Conference report submitted in Senate, and agreed to, 3836.—Senate agrees to amendments of House to amendments of Senate Nos. 27 and 30, 3836.—Examined and signed, 3859, 3896.—Presented to the President, 4008.—Approved [Public, No. 357], 4341.
- H. R. 15873—To authorize the appropriation of additional sums for Federal aid in the construction of post roads, and for other purposes.
Mr. Sells; Committee on Roads, 1990.—Reported back (H. Rept. 1268), 2284.—Debated, 2741.—Passed House, 2746.—Referred to Senate Committee on Post Offices and Post Roads, 2764.
- H. R. 15874—Authorizing the city of New Orleans, La., to extend Dauphine Street in said city across the United States military reservation known as the Jackson Barracks.
Mr. O'Connor; Committee on Military Affairs, 1990.—Reported back (H. Rept. 1316), 2960.
- H. R. 15875—To provide that all meetings of the Federal Reserve Board and the Interstate Commerce Commission shall hereafter be open to the public, and for other purposes.
Mr. McLaughlin of Nebraska; Committee on the Judiciary, 1990.
- H. R. 15876—To reorganize the Indian Service, to expedite the settlement of Indian affairs, and for other purposes.
Mr. Snyder; Committee on Indian Affairs, 1990.—Reported with amendments (H. Rept. 1228), 2042.
- H. R. 15877—To be known as the Daughters of the American Revolution old trails act, to provide a national ocean-to-ocean highway over the pioneer trails of the Nation.
Mr. Zihlman; Committee on Roads, 1990.
- H. R. 15878—Granting a pension to Priscilla J. Raisbeck.
Mr. Crowther; Committee on Invalid Pensions, 1991.
- H. R. 15879—Granting an increase of pension to Seph J. Jones.
Mr. Ferris; Committee on Invalid Pensions, 1991.
- H. R. 15880—Granting a pension to Edgar F. Bradley.
Mr. Fields; Committee on Invalid Pensions, 1991.
- H. R. 15881—Granting an annuity to Henry M. Hutchinson.
Mr. Fields; Committee on Reform in the Civil Service, 1991.
- H. R. 15882—Granting an annuity to Thomas F. King.
Mr. Fields; Committee on Reform in the Civil Service, 1991.
- H. R. 15883—To authorize the President of the United States to reappoint J. P. D. Shiebler a major of Infantry.
Mr. Hicks; Committee on Military Affairs, 1991.
- H. R. 15884—Granting a pension to Belle Kirgan.
Mr. Kearns; Committee on Pensions, 1991.—Reported back (H. Rept. 1234) and H. R. 15900 substituted, 2164.
- H. R. 15885—Granting a pension to Willie E. Persell.
Mr. Kelly of Pennsylvania; Committee on Pensions, 1991.
- H. R. 15886—Granting a pension to Ora Agnes Carter.
Mr. Kelly of Pennsylvania; Committee on Invalid Pensions, 1991.
- H. R. 15887—Granting an increase of pension to Eliza F. Platt.
Mr. Lea of California; Committee on Invalid Pensions, 1991.
- H. R. 15888—Granting a pension to Cynthia Rudler Osgood.
Mr. McArthur; Committee on Invalid Pensions, 1991.—Reported back (H. Rept. 1235) and H. R. 15901 substituted, 2163.
- H. R. 15889—Granting a pension to Cynthia J. Hart.
Mr. Ricketts; Committee on Invalid Pensions, 1991.
- H. R. 15890—Granting a pension to Isa Ann Boyd.
Mr. Thomas; Committee on Invalid Pensions, 1991.
- H. R. 15891—Granting a pension to Charlotte Myers.
Mr. Thomas; Committee on Invalid Pensions, 1991.
- H. R. 15892—To authorize the refunding of the national debt, and for other purposes.
Mr. Patterson; Committee on Ways and Means, 2042.
- H. R. 15893—Regulating the manner in which contracts for construction or repair of ships shall be made by the United States Shipping Board and the United States Shipping Board Emergency Fleet Corporation.
Mr. Scott; Committee on the Merchant Marine and Fisheries, 2042.
- H. R. 15894—To provide additional hospital facilities for patients of the Bureau of War Risk Insurance and of the Federal Board for Vocational Education, Division of Rehabilitation, and for other purposes.
Mr. Langley; Committee on Public Buildings and Grounds, 2042.—Reported with amendment (H. Rept. 1250), 2150.—Debated and passed House, 2730, 4738.—Referred to Senate Committee on Appropriations, 2764.—Reported back with an amendment, 4370.—Debated, amended, and passed Senate, 4370.—House agrees to Senate amendments, 4480.—Examined and signed, 4429.—Presented to the President, 4544.—Approved [Public, No. 384], 4544.
- H. R. 15895—Authorizing the Secretary of the Navy to make such repairs to hospitals and appurtenances as may be necessary.
Mr. Darrow; Committee on Naval Affairs, 2043.
- H. R. 15896—Authorizing the Secretary of the Navy to continue and to enlarge the construction of the naval hospital at San Diego, Calif.
Mr. Butler; Committee on Naval Affairs, 2043.
- H. R. 15897—Granting a pension to Ida A. Parker.
Mr. Davey; Committee on Invalid Pensions, 2043.
- H. R. 15898—For the relief of the Post Publishing Co.
Mr. Kelly of Pennsylvania; Committee on Claims, 2043.
- H. R. 15899—Granting a pension to Phebie Hamilton.
Mr. Ricketts; Committee on Invalid Pensions, 2043.
- H. R. 15900—Granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy, and certain soldiers and sailors of wars other than the Civil War, and to widows of such soldiers and sailors.
Mr. Sells, from the Committee on Pensions as substitute for certain bills referred to that committee (H. Rept. 1234), 2100, 2101.—Amended and passed House, 2163.—Referred to Senate Committee on Pensions, 2186.—Reported with amendment (S. Rept. 780), 3033.—Referred to Committee on Pensions, 3599.
- H. R. 15901—Granting pensions and increase of pensions to certain soldiers and sailors of the Civil War and certain widows and dependent children of soldiers and sailors of said war.
Mr. Fuller, from the Committee on Invalid Pensions as substitute for certain bills referred to that committee (H. Rept. 1235), 2100, 2101.—Debated and passed House, 2159.—Referred to Senate Committee on Pensions, 2186.—Reported with amendment (S. Rept. 772), 2825.—Referred to Committee on Pensions, 3599.

- H. R. 15902.—To authorize the Secretary of the Treasury, Secretary of War, and Secretary of the Navy to rectify some of the evils of the courts-martial system and the repayment of all courts-martial fines of misdemeanor grade, and for other purposes.
Mr. Mason; Committee on Military Affairs, 2101.
- H. R. 15903.—To authorize the Secretary of War to transfer certain material, machinery, and equipment to the Department of Agriculture.
Mr. Reavis; Committee on Military Affairs, 2101.
- H. R. 15904.—To fix compensation of officers of the National Army who incurred disability while in the service.
Mr. Stevenson; Committee on Interstate and Foreign Commerce, 2101.—Reported back (H. Rept. 1284), 2478.
- H. R. 15905.—For the acquisition of embassy, legation, and consular buildings and grounds.
Mr. Porter; Committee on Foreign Affairs, 2101.
- H. R. 15906.—To further reclassify postmasters and employees of the Postal Service and readjust their salaries and compensation on an equitable basis, and for other purposes.
Mr. Steenerson; Committee on the Post Office and Post Roads, 2101.—Reported with amendments (H. Rept. 1252), 2150.
- H. R. 15907.—To provide subsistence for members of the Naval Reserve Force, including officers who perform duty on vessels assigned for the training of naval reserves.
Mr. Britten; Committee on Naval Affairs, 2101.
- H. R. 15908.—To promote the efficiency of the Naval Establishment of the United States.
Mr. Britten; Committee on Naval Affairs, 2101.
- H. R. 15909.—Granting a pension to Isola Foster.
Mr. Hadley; Committee on Invalid Pensions, 2101.
- H. R. 15910.—Granting a pension to Sarah J. Vanfossan.
Mr. Murphy; Committee on Invalid Pensions, 2101.
- H. R. 15911.—Granting an increase of pension to Cora E. Brown.
Mr. Oldfield; Committee on Invalid Pensions, 2101.
- H. R. 15912.—To carry out the provisions of an act approved July 1, 1902, known as the act entitled "An act to accept, ratify, and confirm a proposed agreement submitted by the Kansas or Kaw Indians of Oklahoma, and for other purposes," and to provide for a settlement to Addie May Auld and Archie William Auld, who were enrolled as members of the said tribe after the lands and money of said tribe had been divided.
Mr. Swindall; Committee on Indian Affairs, 2101.
- H. R. 15913.—Granting a pension to Charles Henry Mosher.
Mr. Walsh; Committee on Pensions, 2101.—Reference changed to Committee on Invalid Pensions, 3652.
- H. R. 15914.—To amend the provisions of an act relating to certain railway corporations owning or operating street railways in the District of Columbia, approved June 5, 1905.
Mr. Gould; Committee on the District of Columbia, 2151.—Reported with amendment (H. Rept. 1261), 2179.
- H. R. 15915.—Providing for a commission to ascertain and determine the rights of persons occupying Pueblo Indian lands in the State of New Mexico.
Mr. Hernandez; Committee on Indian Affairs, 2151.
- H. R. 15916.—To amend section 101 of the Judicial Code.
Mr. McKeown; Committee on the Judiciary, 2151.—Reported back (H. Rept. 1277), 2401.
- H. R. 15917.—To authorize the addition of certain lands to the Crater National Forest.
Mr. Hawley; Committee on the Public Lands, 2151.
- H. R. 15918.—Providing for the meeting of electors of President and Vice President, for the issuance and transmission of the certificates of their selection and of the result of their determination, and for other purposes.
Mr. Sumners of Texas; Committee on Election of President, Vice President, and Representatives in Congress, 2151.
- H. R. 15919.—To add to the Crater National Forest in Oregon certain lands that were revested in the United States pursuant to the decision of the Supreme Court of the United States in the case of the Oregon & California Railroad Co. against the United States, and for other purposes.
Mr. Hawley; Committee on the Public Lands, 2151.
- H. R. 15920.—To provide for the relief of certain employees of the Government who have become eligible for retirement under the provisions of the retirement act of May 22, 1920, and have thereafter been continued in the service or reemployed therein; also to give to retired employees a limited status for reinstatement in certain cases, and for other purposes.
Mr. Moores of Indiana; Committee on Reform in the Civil Service, 2151.
- H. R. 15921.—Granting a pension to William F. Leach.
Mr. Cramton; Committee on Pensions, 2151.
- H. R. 15922.—Granting an increase of pension to Archie S. Blackmer.
Mr. Green of Iowa; Committee on Invalid Pensions, 2151.
- H. R. 15923.—Granting an increase of pension to Frederick H. Thompson.
Mr. Hawley; Committee on Pensions, 2151.
- H. R. 15924.—For the relief of the dependents of certain members of the Oregon National Guard who were killed (while serving in line of duty and not as the result of their own misconduct) by the explosion of a 155-millimeter cannon at Camp Lewis, Wash., on July 16, 1920.
Mr. Hawley; Committee on Claims, 2151.
- H. R. 15925.—Granting an increase of pension to Marina A. de Lucero.
Mr. Hernandez; Committee on Pensions, 2151.
- H. R. 15926.—Granting a pension to Adeline Fender.
Mr. Hoch; Committee on Invalid Pensions, 2151.
- H. R. 15927.—Granting a pension to Lucia Biddison.
Mr. Hoch; Committee on Invalid Pensions, 2151.
- H. R. 15928.—Granting an increase of pension to Martha A. Anderson.
Mr. Ireland; Committee on Invalid Pensions, 2151.
- H. R. 15929.—Granting a pension to Owen Combs.
Mr. Langley; Committee on Pensions, 2151.
- H. R. 15930.—Granting a pension to Usley Akers.
Mr. Langley; Committee on Invalid Pensions, 2151.
- H. R. 15931.—For the relief of William McCormack.
Mr. Rouse; Committee on Military Affairs, 2151.
- H. R. 15932.—Granting a pension to Susie M. Anderson.
Mr. Tinscher; Committee on Invalid Pensions, 2151.
- H. R. 15933.—Granting an increase of pension to Hattie Gorse.
Mr. Wood of Indiana; Committee on Invalid Pensions, 2151.
- H. R. 15934.—To provide for the relief of certain employees of the Government who have become eligible for retirement under the provisions of the retirement act of May 22, 1920, and have thereafter been continued in the service or reemployed therein.
Mr. Moores of Indiana; Committee on Reform in the Civil Service, 2180.—Reported back (H. Rept. 1304), 2822.—Debated and passed House, 4474.—Referred to Senate Committee on Civil Service and Retrenchment, 4407.
- H. R. 15935.—Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.
Mr. Dempsey; from Committee on Appropriations (H. Rept. 1256), 2156, 2180.—Debated, 2319, 2379, 4742.—Passed House, 2382.—Referred to Senate Committee on Commerce, 2407.—Reported back (S. Rept. 776), 3033.—Debated, 3836, 3863.—Passed Senate, 3867.—Examined and signed, 3940, 3985.—Presented to the President, 4008.—Approved Public No. 353, 4194.
- H. R. 15936.—To provide for the disposition of gilsonite deposits.
Mr. Mays; Committee on the Public Lands, 2180.
- H. R. 15937.—To authorize the President of the United States to locate, construct, and operate a railroad from the Kaibab National Forest, Ariz., to the nearest practicable railway connecting point to the north thereof.
Mr. Mays; Committee on Railways and Canals, 2180.
- H. R. 15938.—Granting a pension to Ella McKenzie.
Mr. Burdick; Committee on Invalid Pensions, 2180.
- H. R. 15939.—Granting a pension to Ellen E. Rose.
Mr. Crowther; Committee on Invalid Pensions, 2180.
- H. R. 15940.—Granting a pension to Jane Hughes.
Mr. Fess; Committee on Invalid Pensions, 2180.
- H. R. 15941.—For the relief of Joseph E. Lindsey.
Mr. Fields; Committee on War Claims, 2180.
- H. R. 15942.—Granting a pension to Orel J. Lovewell.
Mr. White of Kansas; Committee on Invalid Pensions, 2180.
- H. R. 15943.—Making appropriations for the support of the Army for the fiscal year ending June 30, 1922, and for other purposes.
Mr. Anthony, from Committee on Appropriations (H. Rept. 1264), 2261, 2284.—Debated, 2382, 2452, 2512, 2593, 2658, 2797, 4730.—Amended and passed House, 2799.—Referred to Senate Committee on Military Affairs, 2764.—Reported with amendment (S. Rept. 809), 3656.—Debated, 3940, 3942.—Amended and passed Senate, 3062.—Senate requests conference with House, 3962.—Conferees appointed, 3962, 4075, 4079.—House disagrees to Senate amendments and agrees to conference, 4075.—Conference report submitted in House (H. Rept. 1398), 4212, 4314.—Debated and agreed to, 4314-4320.—House recedes from its disagreement to sundry amendments of Senate and agrees to same, insists upon its disagreement to the amendments of Senate Nos. 18, 23, 104, and 105, and requests further conference with Senate, 4320-4329, 4330-4335, 4336-4340.—Conferees appointed, 4249, 4340.—Conference report submitted in Senate, 4247.—Agreed to, 4248.—Senate agrees to amendments of House to amendments of Senate Nos. 10, 22, 34, 54, 106, and 113, and insists upon its amendments Nos. 18, 23, 104, and 105, and agrees to further conference, 4248.—Conference report submitted in House (H. Rept. 1409), 4358, 4470.—Agreed to, 4470-4473.—Conference report submitted in Senate, 4285.—Agreed to, 4286.—Examined and signed, 4489, 4405.—Presented to the President, 4521.
- H. R. 15944.—To authorize reduced rates of transportation for members of the military and naval forces.
Mr. Hicks; Committee on Naval Affairs, 2284.
- H. R. 15945.—Authorizing an appropriation for the World's Poultry Congress.
Mr. Reed of New York; Committee on Agriculture, 2284.—Reported back (H. Rept. 1296), 2685.
- H. R. 15946.—Granting a pension to Elisha R. Kenyon.
Mr. Luce; Committee on Invalid Pensions, 2284.
- H. R. 15947.—Granting a pension to Amanda Riley, formerly Amanda Carter.
Mr. Thomas; Committee on Invalid Pensions, 2284.
- H. R. 15948.—To provide for the disposition of gilsonite deposits.
Mr. Mays; Committee on the Public Lands, 2357.
- H. R. 15949.—To revive and reenact the act entitled "An act to authorize the Hudson River Connecting Railroad Corporation to construct a bridge across the Hudson River, in the State of New York," approved Mar. 13, 1914.
Mr. Esch; Committee on Interstate and Foreign Commerce, 2357.—Reported back (H. Rept. 1282), 2478.—Laid on the table (see bill S. 4886), 2759.
- H. R. 15950.—For the establishment and maintenance of a forest experiment station in the State of Pennsylvania.
Mr. Walters; Committee on Agriculture, 2358.
- H. R. 15951.—To regulate the retired pay of certain enlisted men in the Coast Guard.
Mr. Merritt; Committee on Interstate and Foreign Commerce, 2358.—Reported back (H. Rept. 1286), 2478.
- H. R. 15952.—To amend sections 2, 10, 11, 12, 13, and 32 of the Federal farm loan act, approved July 17, 1916, as amended.
Mr. Dickinson of Iowa; Committee on Banking and Currency, 2358.
- H. R. 15953.—Further regulating the granting of visés by diplomatic and consular officers of the United States, and for other purposes.
Mr. Newton of Minnesota; Committee on Foreign Affairs, 2358.—Reported back (H. Rept. 1280), 2401.

- H. R. 15954—Providing for sundry matters affecting the Naval Establishment.
Mr. Butler; Committee on Naval Affairs, 2358.
- H. R. 15955—To reorganize the Indian Service, to expedite the settlement of Indian affairs, and for other purposes.
Mr. Snyder; Committee on Indian Affairs, 2358.
- H. R. 15956—To grant the military target range in Lincoln County, Okla., to the city of Chandler, Okla.
Mr. McKewen; Committee on Military Affairs, 2358.
- H. R. 15957—To amend section 5 of the act approved Mar. 2, 1919, entitled "An act to provide relief in cases of contracts connected with the prosecution of the war, and for other purposes."
Mr. Raker; Committee on Mines and Mining, 2358.
- H. R. 15958—Providing for the retirement of Letitia Tyler.
Mr. Dent; Committee on Reform in the Civil Service, 2358.
- H. R. 15959—Granting an increase of pension to Biram Smith.
Mr. Langley; Committee on Pensions, 2358.
- H. R. 15960—Granting a pension to Mary T. Bailey.
Mr. Reed of New York; Committee on Invalid Pensions, 2358.
- H. R. 15961—Granting an increase of pension to Helen M. Dannat.
Mr. Thomas; Committee on Invalid Pensions, 2358.
- H. R. 15962—Making appropriations to supply deficiencies in appropriations for the fiscal year ending June 30, 1921, and prior fiscal years, and for other purposes.
Mr. Good, from Committee on Appropriations (H. Rept. 1274), 2382, 2401.—Debated, 2819, 2858, 2926.—Amended and passed House, 2938.—Referred to Senate Committee on Appropriations, 2962.—Reported with amendments (S. Rept. 803), 3293.—Debated, 3387, 3396.—Amended and passed Senate, 3397.—Senate requests conference with House, 3397.—Conference appointed, 3397, 3520.—House disagrees to Senate amendments, agrees to conference, 3520.—Conference report submitted in House (H. Rept. 1346), 3585, 3640.—Debated, 3640.—Conference report recommitted, 3646.—Conference report submitted (H. Rept. 1353) and agreed to, 3698.—House recedes from its disagreement to Senate amendments Nos. 6, 14, 20, 25, 26, 28, 35, 37, 41, 42, 43, 45, 54, 55, 56, 79, 80, 81, 82, and 83 and agrees to same; recedes from its disagreement to Senate amendments Nos. 40, 52, 53, and 62 and agrees to each with an amendment; House insists upon its disagreement to Senate amendment No. 33, 3698-3716.—Conference report submitted in Senate (S. Rept. 803) and agreed to, 3734.—Senate agrees to amendments of House to amendments of Senate Nos. 40, 52, 53, and 62 and recedes from its amendment No. 33, 3734.—Examined and signed, 3912, 3914.—Presented to the President, 4008.—Approved [Public, No. 338], 4194.
- H. R. 15963—To amend and reenact the first paragraph of subdivision (a) of section 209 of the transportation act, 1920.
Mr. Coady; Committee on Interstate and Foreign Commerce, 2401.—Reported with amendments (H. Rept. 1360), 3912.
- H. R. 15964—To authorize deduction of war-risk insurance premiums from the war-service bonus payable under the act approved Feb. 24, 1919, and for other purposes.
Mr. Bell; Committee on Interstate and Foreign Commerce, 2401.
- H. R. 15965—To extend the time for the construction of a bridge across Pearl River between Pearl River County, Miss., and Washington Parish, La.
Mr. Sanders of Louisiana; Committee on Interstate and Foreign Commerce, 2401.—Reported back (H. Rept. 1328), 3230.
- H. R. 15966—Authorizing an appropriation for continuing irrigation and drainage on the Yakima Indian Reservation.
Mr. Summers of Washington; Committee on Indian Affairs, 2401.
- H. R. 15967—Granting an increase of pension to Loudie Howard.
Mr. Dunbar; Committee on Invalid Pensions, 2402.
- H. R. 15968—Granting a pension to William H. Grimes.
Mr. Dunbar; Committee on Pensions, 2402.
- H. R. 15969—Granting an increase of pension to Mary E. Lofton.
Mr. Dunbar; Committee on Invalid Pensions, 2402.
- H. R. 15970—Granting an increase of pension to Angie E. Leslie.
Mr. Dunbar; Committee on Invalid Pensions, 2402.
- H. R. 15971—For the relief of Joseph A. Willens.
Mr. Gallagher; Committee on Claims, 2402.
- H. R. 15972—Granting a pension to Mattie J. Clark.
Mr. Henry T. Rainey; Committee on Invalid Pensions, 2402.
- H. R. 15973—To amend an act entitled "An act making appropriations for the support of the Army for the fiscal year ending June 30, 1916."
Mr. Kahn; Committee on Military Affairs, 2478.
- H. R. 15974—To permit payment for the adjustment and settlement of claims of officers, members of the Nurse Corps, and enlisted men for pay or allowances growing out of the service in the World War from April 6, 1917, to June 30, 1919, inclusive.
Mr. Kahn; Committee on Military Affairs, 2478.
- H. R. 15975—Making appropriations for the naval service for the fiscal year ending June 30, 1922, and for other purposes.
Mr. Kelley of Michigan, from Committee on Appropriations (H. Rept. 1281), 2452, 2478.—Debated, 2938, 2999, 3079, 3144, 4732, 4733.—Amended and passed House, 3167.—Referred to Senate Committee on Naval Affairs, 3172.—Reported with amendments (S. Rept. 816), 3835.—Debated, 3962, 4043, 4054-4058, 4114-4117, 4130-4158, 4162, 4243, 4249-4285, 4360, 4367, 4381, 4525.
- H. R. 15976—To provide for the uniform selection and purchase of coal and other fuel for use by the Federal Government.
Mr. Rhodes; Committee on Mines and Mining, 2478.
- H. R. 15977—Authorizing suits against the United States in admiralty for collisions caused by and salvage services rendered to public vessels belonging to the United States, and for other purposes.
Mr. Husted; Committee on the Judiciary, 2478.—Reported with amendments (H. Rept. 1301), 2760.
- H. R. 15978—To authorize the construction of a dam in the San Gabriel Canyon, Angeles National Forest, to control floods and conserve water.
Mr. Randall of California; Committee on the Public Lands, 2478.
- H. R. 15979—To provide for the distribution of receipts by States under the provisions of section 35 of the act of Congress approved Feb. 25, 1920, entitled "An act to promote the mining of coal, phosphate, oil, oil shale, gas, and sodium on the public domain."
Mr. Taylor of Colorado; Committee on the Public Lands, 2478.
- H. R. 15980—For the consolidation of forest lands within the Gallatin National Forest, and for other purposes.
Mr. Evans of Montana; Committee on the Public Lands, 2478.
- H. R. 15981—For the relief of William H. Riddensdale.
Mr. Burdick; Committee on Military Affairs, 2478.
- H. R. 15982—For the relief of George Weiss.
Mr. Casey; Committee on Military Affairs, 2478.
- H. R. 15983—Granting an increase of pension to Sarah M. Burnside.
Mr. Copley; Committee on Invalid Pensions, 2479.
- H. R. 15984—For the relief of Charles H. Kerr & Co.
Mr. Gallagher; Committee on Claims, 2479.
- H. R. 15985—For the relief of Maj. Francis M. Maddox, United States Army.
Mr. McDuffie; Committee on Claims, 2479.
- H. R. 15986—Granting an increase of pension to Elmer E. Wilson.
Mr. Murphy; Committee on Invalid Pensions, 2479.
- H. R. 15987—To reimburse J. T. Thomas for currency destroyed by fire.
Mr. Sweet; Committee on Claims, 2479.
- H. R. 15988—To authorize the Secretary of Agriculture to contract with the farmers in North Dakota, South Dakota, and Montana for the production of grain through advances of a portion of the cost.
Mr. Young of North Dakota; Committee on Agriculture, 2539.
- H. R. 15989—To authorize the Secretary of Agriculture to contract with farmers in North Dakota, South Dakota, and Montana for the production of grain through advances of a portion of the cost.
Mr. Sinclair; Committee on Agriculture, 2539.
- H. R. 15990—To provide for the disposal of certain waste and drainage water from the Rio Grande project, New Mexico-Texas.
Mr. Hudspeth; Committee on Irrigation of Arid Lands, 2540.—Reported back (H. Rept. 1411), 4522.
- H. R. 15991—To amend the act making appropriations for the naval service for the fiscal year ending June 30, 1921, and for other purposes (Public, No. 243, approved June 4, 1920).
Mr. Griffin; Committee on Naval Affairs, 2540.
- H. R. 15992—For the preparation of additional rolls, allotment of lands, disposition of the lands and funds of the Chippewa Indians of Minnesota, and for other purposes.
Mr. Schall; Committee on Indian Affairs, 2540.
- H. R. 15993—Authorizing the Chippewa Indians of Minnesota to submit claims to the Court of Claims, and for other purposes.
Mr. Schall; Committee on Indian Affairs, 2540.
- H. R. 15994—Providing for sundry matters affecting the Naval Establishment.
Mr. Butler; Committee on Naval Affairs, 2540.—Reported back (H. Rept. 1291), 2620.
- H. R. 15995—To regulate interstate and foreign commerce in live stock, live-stock products, dairy products, poultry, poultry products, and eggs, and for other purposes.
Mr. Haugen; Committee on Agriculture, 2540.
- H. R. 15996—For the relief of Joseph H. Tavenner.
Mr. Brooks of Pennsylvania; Committee on Invalid Pensions, 2540.—Reference changed to Committee on Military Affairs, 3098.
- H. R. 15997—Granting a pension to Laura Hamilton.
Mr. Brooks of Pennsylvania; Committee on Invalid Pensions, 2540.
- H. R. 15998—Granting a pension to Eleanor Sharp.
Mr. Brooks of Pennsylvania; Committee on Pensions, 2540.
- H. R. 15999—Granting a pension to Mary Schoneman.
Mr. Cramton; Committee on Invalid Pensions, 2540.
- H. R. 16000—Granting a pension to Isaac Tierson.
Mr. Gould; Committee on Pensions, 2540.
- H. R. 16001—For the relief of Pettus H. Hemphill.
Mr. Hudspeth; Committee on Military Affairs, 2540.
- H. R. 16002—Granting a pension to Jacob Shultz.
Mr. Kendall; Committee on Invalid Pensions, 2540.
- H. R. 16003—Granting a pension to James Pace.
Mr. Kinkaid; Committee on Invalid Pensions, 2540.
- H. R. 16004—Granting a pension to Noelle Gilmore.
Mr. O'Connor; Committee on Invalid Pensions, 2540.
- H. R. 16005—Granting an increase of pension to John W. Miles.
Mr. Romjue; Committee on Pensions, 2540.
- H. R. 16006—Granting an increase of pension to Catharine A. Dustin.
Mr. Smith of Illinois; Committee on Pensions, 2540.
- H. R. 16007—Granting a pension to Cora A. Sprague.
Mr. Snell; Committee on Invalid Pensions, 2540.
- H. R. 16008—Granting certain lands to Converse County, Wyo., for a public park.
Mr. Mondell; Committee on the Public Lands, 2620.—Reported with amendment (H. Rept. 1302), 2822.
- H. R. 16009—To authorize the United States, through the United States Shipping Board, to acquire a site on Hazzell Island, St. Thomas, Virgin Islands, for a fuel and fuel-oil station and fresh-water reservoir for Shipping Board and other merchant vessels, as well as United States naval vessels, and for other purposes.
Mr. Greene of Massachusetts; Committee on the Merchant Marine and Fisheries, 2620.

- H. R. 16010—To provide for the distribution of receipts by States under the provisions of section 17 of the act of Congress approved June 10, 1920, entitled "An act to create a Federal Power Commission; to provide for the improvement of navigation; the development of water power; the use of the public lands in relation thereto; and to repeal section 18 of the river and harbor appropriation act approved Aug. 8, 1917, and for other purposes."
Mr. Taylor of Colorado; Committee on Water Power, 2620.
- H. R. 16011—For the relief of Charles W. Mugler.
Mr. Bland of Virginia; Committee on Claims, 2620.
- H. R. 16012—Granting a pension to Annie Fay.
Mr. Burdick; Committee on Invalid Pensions, 2620.
- H. R. 16013—To grant relief to the legal owner or owners of the American schooner *Blanche C. Pendleton*.
Mr. Greene of Massachusetts; Committee on Claims, 2620.
- H. R. 16014—Granting a pension to Clara E. Chase.
Mr. Lufkin; Committee on Invalid Pensions, 2620.
- H. R. 16015—Granting a pension to Augustus E. Orbeton.
Mr. Lufkin; Committee on Invalid Pensions, 2620.
- H. R. 16016—Granting a pension to Harriet F. Bailey.
Mr. Lufkin; Committee on Invalid Pensions, 2620.
- H. R. 16017—Granting an increase of pension to Carrie A. Chaplin.
Mr. Lufkin; Committee on Invalid Pensions, 2620.
- H. R. 16018—For the relief of Margaret F. Lane.
Mr. Lufkin; Committee on Claims, 2620.
- H. R. 16019—For the relief of Franklin Madison.
Mr. Lufkin; Committee on Military Affairs, 2620.
- H. R. 16020—For the relief of Frank P. Hoyt.
Mr. Lufkin; Committee on Military Affairs, 2620.
- H. R. 16021—Amending section 97 of the act entitled "An act to codify, revise, and amend the laws relating to the judiciary," approved Mar. 3, 1911.
Mr. Husted; Committee on the Judiciary, 2686.
- H. R. 16022—Directing the Secretary of War to cause examinations and surveys to be made of certain rivers and harbors, and for other purposes.
Mr. Osborne; Committee on Rivers and Harbors, 2686.—Reported with amendments (H. Rept. 1305), 2822.
- H. R. 16023—Granting the consent of Congress to the State of Indiana, by its highway commission, to construct a bridge across White River at or near the town of Hazleton, Ind., on the Knox-Gibson County line.
Mr. Bland of Indiana; Committee on Interstate and Foreign Commerce, 2686.
- H. R. 16024—To protect the name and insignia of the World War organizations.
Mr. Kelley of Michigan; Committee on the Judiciary, 2686.
- H. R. 16025—To authorize the incorporation of companies to promote trade in China.
Mr. Dyer; Committee on the Judiciary, 2686.
- H. R. 16026—To increase the revenues of the United States, and for other purposes.
Mr. Moores of Indiana; Committee on Ways and Means, 2686.
- H. R. 16027—Providing one German cannon or fieldpiece for the city of Albion, Mich.
Mr. Smith of Michigan; Committee on Military Affairs, 2686.
- H. R. 16028—Granting an increase of pension to Josiah Holbrook.
Mr. Fess; Committee on Invalid Pensions, 2686.
- H. R. 16029—For the relief of Frederick W. Seidell.
Mr. Hadley; Committee on Claims, 2686.
- H. R. 16030—For the relief of Floyd Irving Lattin.
Mr. Ireland; Committee on Claims, 2686.
- H. R. 16031—For the relief of Joseph Clinton.
Mr. McLeod; Committee on Claims, 2686.
- H. R. 16032—For the relief of William G. Phelps.
Mr. McClintic; Committee on Military Affairs, 2686.
- H. R. 16033—Granting an increase of pension to William A. Hartley.
Mr. Mapes; Committee on Invalid Pensions, 2686.
- H. R. 16034—Granting a pension to Hannah E. Cawthorn.
Mr. Monahan of Wisconsin; Committee on Invalid Pensions, 2686.
- H. R. 16035—Granting a pension to Ettie McPeck.
Mr. Murphy; Committee on Invalid Pensions, 2686.
- H. R. 16036—Granting a pension to Lois M. Bentz.
Mr. Murphy; Committee on Invalid Pensions, 2686.
- H. R. 16037—Granting a pension to Sarah H. Y. Barber.
Mr. McLaughlin of Nebraska; Committee on Invalid Pensions, 2686.
- H. R. 16038—Granting a pension to James Duffy.
Mr. Riddick; Committee on Invalid Pensions, 2686.
- H. R. 16039—For the relief of the owner of the boat *Gaylord*.
Mr. Scully; Committee on Claims, 2686.
- H. R. 16040—To provide for the transfer of the naval seaplane known and designated as NC-4 to the Smithsonian Institution.
Mr. Butler; Committee on Naval Affairs, 2760.
- H. R. 16041—To amend the transportation act, 1920.
Mr. Sims; Committee on Interstate and Foreign Commerce, 2760.
- H. R. 16042—To exempt the President and the Vice President of the United States from income tax on money received from the Treasury of the United States.
Mr. Pell; Committee on Ways and Means, 2760.
- H. R. 16043—To authorize the incorporation of companies to promote trade in China.
Mr. Dyer; Committee on the Judiciary, 2760.—Reported back (H. Rept. 1312), 2888.—Passed House, 3569-3575.—Referred to Senate Committee on the Judiciary, 3598.
- H. R. 16044—For the relief of Joseph Maier.
Mr. Brumbaugh; Committee on Claims, 2760.
- H. R. 16045—To authorize the appointment of an ordnance storekeeper in the Army.
Mr. Hicks; Committee on Military Affairs, 2760.
- H. R. 16046—For the relief of Alfred Gregory Lee.
Mr. O'Connor; Committee on Military Affairs, 2760.
- H. R. 16047—Granting a pension to John E. Evans.
Mr. Thompson; Committee on Invalid Pensions, 2760.
- H. R. 16048—To authorize the establishment and maintenance of post lantern lights and other aids to navigation on the Allegheny River, Pa.
Mr. Porter; Committee on Interstate and Foreign Commerce, 2823.
- H. R. 16049—To amend the act approved Feb. 7, 1916, entitled "An act to provide for the maintenance of the United States section of the International High Commission."
Mr. Porter; Committee on Foreign Affairs, 2823.
- H. R. 16050—To amend section 4 of the act of May 9, 1902, in regard to adulterated butter.
Mr. King; Committee on Agriculture, 2823.
- H. R. 16051—Imposing income taxes in the District of Columbia.
Mr. Johnson of Kentucky; Committee on the District of Columbia, 2823.
- H. R. 16052—To protect fish not remaining the entire year within the waters of any State or Territory, and authorizing the Department of Commerce to define the seasons and regulate the manner and conditions under which they may be taken or destroyed.
Mr. Linthicum; Committee on the Merchant Marine and Fisheries, 2823.
- H. R. 16053—Granting a pension to Esther H. Drake.
Mr. Begg; Committee on Invalid Pensions, 2823.
- H. R. 16054—Granting a pension to Cynthia Luttrell.
Mr. Denison; Committee on Invalid Pensions, 2823.
- H. R. 16055—Granting a pension to John M. Jackson.
Mr. Major; Committee on Invalid Pensions, 2823.
- H. R. 16056—Granting a pension to Newton Ernest McElvain.
Mr. Henry T. Rainey; Committee on Pensions, 2823.
- H. R. 16057—For the relief of L. A. McMullen.
Mr. Riddick; Committee on Claims, 2823.
- H. R. 16058—To authorize the Commissioner of Patents to investigate the extension of a patent issued to Earnest W. Ladd, Hunter Arnold, William H. Rohrer, Harry L. Wheatley, B. M. McQuinn, and Thomas J. Farrar.
Mr. Slemp; Committee on Patents, 2823.
- H. R. 16059—Granting an increase of pension to Millard F. Lash.
Mr. Towner; Committee on Invalid Pensions, 2823.
- H. R. 16060—To amend the interstate commerce act by adding thereto a new section, No. 20b, and to amend an act entitled "An act to supplement existing laws against unlawful restraints and monopolies, and for other purposes," approved Oct. 15, 1914, by adding a new paragraph to section 10 thereof.
Mr. Esch; Committee on Interstate and Foreign Commerce, 2888.—Reported back (H. Rept. 1340), 3520.
- H. R. 16061—Authorizing the bestowal upon the unknown, unidentified British soldier buried in Westminster Abbey and the unknown French soldier buried in the Arc de Triomphe of the congressional medal of honor.
Mr. Johnson of South Dakota; Committee on Foreign Affairs, 2888.
- H. R. 16062—To create a cause of action for compensation in damages for injuries sustained and death resulting from injuries to any person through the wrongful act or omission by an agent, officer, or employee of the United States Government, and to provide the procedure therefor.
Mr. Ogden; Committee on the Judiciary, 2888.
- H. R. 16063—Authorizing the readjustment of certain star route and power-boat mail contracts.
Mr. Johnson of Washington; Committee on the Post Office and Post Roads, 2888.
- H. R. 16064—Directing the Mississippi River Commission to make an examination and survey of the Atchafalaya, Red, and Black Rivers, and to report plan for protection of their basins from flood waters of the Mississippi River.
Mr. Wilson of Louisiana; Committee on Flood Control, 2888.—Reported back (H. Rept. 1331), 3230.
- H. R. 16065—To authorize aids to navigation and for other works in the Lighthouse Service, and for other purposes.
Mr. Esch; Committee on Interstate and Foreign Commerce, 2888.—Reported with amendment (H. Rept. 1352), 3652.
- H. R. 16066—To authorize the Chief of Engineers, United States Army, to grant permits for certain installations in public grounds under his control in the District of Columbia.
Mr. Langley; Committee on Public Buildings and Grounds, 2888.
- H. R. 16067—For the erection of a vault building for the use of the Treasury Department, Washington, D. C.
Mr. Langley; Committee on Public Buildings and Grounds, 2888.
- H. R. 16068—Granting a pension to Florence Hall.
Mr. Copley; Committee on Pensions, 2888.
- H. R. 16069—Granting an increase of pension to Alice D. Knight.
Mr. Dunbar; Committee on Pensions, 2888.
- H. R. 16070—Granting a pension to Maurice Roach.
Mr. Hersey; Committee on Pensions, 2888.
- H. R. 16071—To prohibit the payment of gratuities to the masters of vessels or other persons for the purpose of inducing or securing contracts for repairing vessels or furnishing vessels with supplies or other necessities.
Mr. Edmonds; Committee on the Merchant Marine and Fisheries, 2960.
- H. R. 16072—To amend an act entitled "An act to give indemnity for damages caused by American forces abroad," approved Apr. 18, 1918.
Mr. Kahn; Committee on Military Affairs, 2960.

- H. R. 16073—For the relief of Samuel H. Dolbear.
Mr. Kahn; Committee on Mines and Mining, 2960.
- H. R. 16074—Granting an increase in pension to Betsey Lahiff.
Mr. Snell; Committee on Invalid Pensions, 2960.
- H. R. 16075—Making it unlawful for any judge appointed under authority of the United States to receive compensation for exercising the duties of arbitrator.
Mr. Welty; Committee on the Judiciary, 3029.
- H. R. 16076—Authorizing bestowal upon the unknown, unidentified British soldier buried in Westminster Abbey and the unknown, unidentified French soldier buried in the Arc de Triomphe of the congressional medal of honor.
Mr. Johnson of South Dakota; Committee on Foreign Affairs, 3029.—Reported back (H. Rept. 1322), 3167.—Passed House, 4478.—Referred to Senate Committee on Foreign Relations, 4392.—Reported back, passed Senate, 4415.—Examined and signed, 4439, 4522.—Presented to the President, 4544.—Approved [Public, No. 388], 4544.
- H. R. 16077—To amend an act entitled "An act to provide for vocational rehabilitation and return to civil employment of disabled persons discharged from the military or naval forces of the United States, and for other purposes," approved June 27, 1918, as amended July 11, 1919.
Mr. Brooks of Illinois; Committee on Education, 3029.
- H. R. 16078—Authorizing an examination and survey of the harbor of Choctawhatchee Bay, Fla.
Mr. Smithwick; Committee on Rivers and Harbors, 3029.
- H. R. 16079—To establish in the Department of the Navy a bureau to be known as the chaplains' bureau, and for other purposes.
Mr. Butler; Committee on Naval Affairs, 3029.
- H. R. 16080—To construe a portion of the act approved July 11, 1919, entitled "An act making appropriations for the naval service for the fiscal year ending June 30, 1920, and for other purposes."
Mr. Britten; Committee on Naval Affairs, 3030.
- H. R. 16081—Granting an increase of pension to Demmie Inman.
Mr. Fess; Committee on Invalid Pensions, 3030.
- H. R. 16082—For the relief of Thomas F. Rose.
Mr. Gallivan; Committee on Invalid Pensions, 3030.
- H. R. 16083—Granting a pension to Harriet U. Webber.
Mr. Hawley; Committee on Invalid Pensions, 3030.
- H. R. 16084—For the relief of William M. Phillipson.
Mr. Raker; Committee on Naval Affairs, 3030.
- H. R. 16085—Granting an increase of pension to Mary F. Kinser.
Mr. Thomas; Committee on Invalid Pensions, 3030.
- H. R. 16086—Granting a pension to Mary E. Cordell.
Mr. Thompson; Committee on Invalid Pensions, 3030.
- H. R. 16087—Granting a pension to Minnie J. Cogle.
Mr. Dickinson of Missouri; Committee on Invalid Pensions, 3099.
- H. R. 16088—For the relief of Robert T. Jones.
Mr. Hayden; Committee on Claims, 3099.
- H. R. 16089—To amend section 1 of the act entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July 27, 1916, and section 1 of the act entitled "An act to provide for the control of the floods of the Mississippi River and of the Sacramento River, Calif., and for other purposes," approved Mar. 1, 1917.
Mr. Esch; Committee on Flood Control, 3167.
- H. R. 16090—Permitting civilian employees of the War Department to purchase supplies from commissary stores of the Army.
Mr. Dallinger; Committee on Military Affairs, 3167.
- H. R. 16091—For the construction of a bridge across Rock River at or near Shirland Avenue, in the city of Beloit, Wis.
Mr. Randall of Wisconsin; Committee on Interstate and Foreign Commerce, 3167.—Reported back (H. Rept. 1349), 3652.
- H. R. 16092—For the relief of Lieut. Solomon J. Chapman, Jr., Medical Corps, United States Naval Reserve Force, retired.
Mr. Garrett; Committee on Naval Affairs, 3168.
- H. R. 16093—Granting a pension to Jessie A. White.
Mr. Hadley; Committee on Invalid Pensions, 3168.
- H. R. 16094—Granting an increase of pension to Catharine Leonard.
Mr. Hill; Committee on Invalid Pensions, 3168.
- H. R. 16095—Granting a pension to Phebe Clark.
Mr. Mapes; Committee on Invalid Pensions, 3168.
- H. R. 16096—Granting a pension to Edith Z. Pyles.
Mr. Sells; Committee on Pensions, 3168.
- H. R. 16097—For the relief of the city of Boston.
Mr. Tinkham; Committee on Claims, 3168.
- H. R. 16098—Granting a pension to Christina Weaver.
Mr. White of Kansas; Committee on Pensions, 3168.
- H. R. 16099—To remove the charge of desertion against George W. Posey.
Mr. Young of North Dakota; Committee on Military Affairs, 3168.
- H. R. 16100—Making appropriations for fortifications and other works of defense, for the armament thereof, and for the procurement of heavy ordnance for trial and service, for the fiscal year ending June 30, 1922, and for other purposes.
Mr. Slomp, from Committee on Appropriations (H. Rept. 1326), 3211, 3230.—Debated, 3269, 3276, 3326.—Amended and passed House, 3356.—Referred to Senate Committee on Appropriations, 3363.—Reported with amendments (S. Rept. 806), 3441.—Debated, 3916, 3926.—Amended and passed Senate, 3935.—Senate requests conference with House, 3935.—House agrees to Senate amendments, 4196.—Examined and signed, 4204, 4218.—Presented to the President, 4341.—Approved [Public, No. 368], 4521.
- H. R. 16101—Fixing a duty on crude barytes ore, barium sulphate, barium chemicals, and barium compounds.
Mr. Rhodes; Committee on Ways and Means, 3230.
- H. R. 16102—To provide a tariff and to obtain revenue in connection with cobalt, oxide of, and repealing existing laws fixing the rate of duty on such commodity.
Mr. Rhodes; Committee on Ways and Means, 3230.
- H. R. 16103—Authorizing the Secretary of War to donate to the village of Olivet, Mich., one German cannon or fieldpiece.
Mr. Smith of Michigan; Committee on Military Affairs, 3230.
- H. R. 16104—Granting a pension to Loretta J. Rhoads.
Mr. Ayres; Committee on Invalid Pensions, 3230.
- H. R. 16105—To provide a tariff and to obtain revenue in connection with the lead content of lead-bearing ores, lead, and lead products, and repealing existing laws fixing the rates of duty on such commodities.
Mr. Rhodes; Committee on Ways and Means, 3287.
- H. R. 16106—Regulating the manner in which contracts for construction or repair of ships shall be made by the United States Shipping Board and the United States Shipping Board Emergency Fleet Corporation.
Mr. Scott; Committee on the Merchant Marine and Fisheries, 3287.
- H. R. 16107—To provide for statements of costs in connection with the printing of Government publications.
Mr. Madden; Committee on Printing, 3287.
- H. R. 16108—To provide for reports in connection with the publications of various departments and independent establishments.
Mr. Madden; Committee on Printing, 3287.
- H. R. 16109—Providing for a detailed statement of costs from the Postmaster General of matter mailed under frank by each department and independent establishment of the Government.
Mr. Madden; Committee on the Post Office and Post Roads, 3287.
- H. R. 16110—To amend an act entitled "An act to authorize the Secretary of the Treasury to provide hospital and sanatorium facilities for discharged sick and disabled soldiers, sailors, and marines."
Mr. Langley; Committee on Public Buildings and Grounds, 3287.
- H. R. 16111—Granting a pension to Sarah A. Heck.
Mr. Denison; Committee on Invalid Pensions, 3287.
- H. R. 16112—For the relief of Bertram Gardner.
Mr. Hicks; Committee on Claims, 3287.
- H. R. 16113—Authorizing the Rolph Navigation & Coal Co. to sue the United States to recover damages resulting from collisions.
Mr. Nolan; Committee on Claims, 3287.
- H. R. 16114—Granting a pension to Sarah M. Suthers.
Mr. Ricketts; Committee on Invalid Pensions, 3287.
- H. R. 16115—Granting a pension to W. Orville Wood.
Mr. Riddick; Committee on Pensions, 3287.
- H. R. 16116—Authorizing the Secretary of the Treasury to sell the marine hospital site in the city of St. Louis, Mo.
Mr. Dyer; Committee on Public Buildings and Grounds, 3357.
- H. R. 16117—For the relief of the Philippine Scouts officers.
Mr. Dyer; Committee on Military Affairs, 3357.
- H. R. 16118—To amend section 6 of an act approved Jan. 17, 1914, entitled "An act to amend an act entitled 'An act to prohibit the importation and use of opium for other than medicinal purposes,' approved Feb. 9, 1909."
Mr. Henry T. Rainey; Committee on Ways and Means, 3357.—Reported with amendment (H. Rept. 1345), 3589.
- H. R. 16119—Authorizing the Secretary of the Treasury to sell the marine hospital reservations and improvements thereon at New Orleans, La.; Memphis, Tenn.; St. Louis, Mo.; and Cleveland, Ohio, and to acquire suitable sites and erect thereon modern hospitals in the same localities for the treatment of beneficiaries of the United States Public Health Service.
Mr. Langley; Committee on Public Buildings and Grounds, 3357.
- H. R. 16120—To provide and adjust penalties for violation of various navigation laws, and for other purposes.
Mr. Greene of Massachusetts; Committee on the Merchant Marine and Fisheries, 3357.
- H. R. 16121—Granting a pension to Gabriela Montoya de Perea.
Mr. Hernandez; Committee on Pensions, 3357.
- H. R. 16122—Granting a pension to John H. Stewart.
Mr. Langley; Committee on Invalid Pensions, 3357.
- H. R. 16123—Granting a pension to Charles Frizzell.
Mr. Dale; Committee on Invalid Pensions, 3438.
- H. R. 16124—For the relief of Gilbert Smith Galbraith, a commander on the active list of the United States Navy.
Mr. Darrow; Committee on Naval Affairs, 3438.
- H. R. 16125—To provide for the payment of taxes to the city of Hoboken, N. J., on certain property acquired by the President, and for other purposes.
Mr. Bagan; Committee on the Judiciary, 3438.
- H. R. 16126—Granting a pension to Joseph Lambert.
Mr. Greene of Vermont; Committee on Invalid Pensions, 3438.
- H. R. 16127—To amend the Army appropriation act, approved July 11, 1919, so as to release appropriations for the completion of the acquisition of real estate in certain cases and making additional appropriations therefor.
Mr. Kahn; Committee on Military Affairs, 3520.
- H. R. 16128—Authorizing the Secretary of War to donate to the city of Spring Bay, Ill., one German cannon or fieldpiece.
Mr. Smith of Illinois; Committee on Military Affairs, 3520.
- H. R. 16129—Authorizing the Secretary of the Treasury to provide enlargements and improvements, etc., in connection with certain hospitals, etc., under the control of the United States Public Health Service.
Mr. Langley; Committee on Public Buildings and Grounds, 3520.
- H. R. 16130—To incorporate the National Federation of Business and Professional Women's Clubs.
Mr. Fess; Committee on the Judiciary, 3521.

- H. R. 16131—Granting a pension to Ellen J. Webb. Mr. McLaughlin of Nebraska; Committee on Invalid Pensions, 3521.
- H. R. 16132—For the relief of Augusta C. Todd and the heirs of T. Alonzo Walker, of Bienville Parish, La. Mr. Watkins; Committee on War Claims, 3521.
- H. R. 16133—Granting longevity pay from and including Aug. 5, 1917, to certain officers and enlisted men. Mr. Johnson of South Dakota; Committee on Military Affairs, 3589.
- H. R. 16134—To authorize the sale of certain land within the Vicksburg National Cemetery Reservation, Miss. Mr. Collier; Committee on Military Affairs, 3590.
- H. R. 16135—Authorizing the Secretary of the Treasury to provide enlargements and improvements, etc., in connection with certain hospitals, etc., under the control of the United States Public Health Service. Mr. Langley; Committee on Public Buildings and Grounds, 3590.
- H. R. 16136—For the relief of Dawes Columbus. Mr. McKeown; Committee on Claims, 3590.
- H. R. 16137—For the relief of the Indian Valley Railroad Co. Mr. Raker; Committee on Claims, 3590.
- H. R. 16138—Granting an increase of pension to Lorilla Downhour. Mr. Ricketts; Committee on Invalid Pensions, 3590.
- H. R. 16139—For the establishment of a corps of cadets, and for other purposes. Mr. Hull of Iowa; Committee on Military Affairs, 3632.
- H. R. 16140—To authorize the Postmaster General to establish a post office of the second or third class at Glendale, Calif. Mr. Randall of California; Committee on the Post Office and Post Roads, 3652.—Reported back (H. Rept. 1393), 4216.
- H. R. 16141—Granting a pension to Sarah E. Howe. Mr. Currie of Michigan; Committee on Invalid Pensions, 3653.
- H. R. 16142—Granting a pension to Roderick R. Burrow. Mr. Hoey; Committee on Pensions, 3653.
- H. R. 16143—To compensate Levi Buckner for the time he was omitted from the pension roll. Mr. Hoey; Committee on Invalid Pensions, 3653.
- H. R. 16144—Granting a pension to Patrick William O'Donnell. Mr. Tinkham; Committee on Invalid Pensions, 3653.
- H. R. 16145—To amend sections 2, 7, 9, 11, 12, 13, and 32 of the Federal farm loan act approved July 17, 1916, as amended, and to amend sections 2, 3, 4, 9, 11, 12, 13, 16, 17, 18, 20, 21, 22, 23, and 24 of the United States warehouse act, approved Aug. 11, 1916, as amended. Mr. Dickinson of Iowa; Committee on Banking and Currency, 3722.
- H. R. 16146—To reduce taxes, to repeal the war profits and the excess profits tax, to simplify the revenue act of 1918, and for other purposes. Mr. Longworth; Committee on Ways and Means, 3722.
- H. R. 16147—Granting a pension to Mary F. Zuill. Mr. Burdick; Committee on Invalid Pensions, 3722.
- H. R. 16148—Granting a pension to Harrietta C. Dickey. Mr. Burroughs; Committee on Invalid Pensions, 3722.
- H. R. 16149—Granting a pension to Mary A. Hicks. Mr. Cramton; Committee on Invalid Pensions, 3722.
- H. R. 16150—To amend the vocational rehabilitation act to exempt from taxation amounts heretofore or hereafter received thereunder as training pay and allowances. Mr. Fess; Committee on Ways and Means, 3829.
- H. R. 16151—To create a department of aeronautics, defining the powers and duties of the secretary thereof, providing for the organization, disposition, and administration of a United States air force, and providing for the development of civil and commercial aviation, the regulation of air navigation, and for other purposes. Mr. Curry of California; Committee on Military Affairs, 3829.
- H. R. 16152—To amend an act to promote the mining of coal, phosphate, oil, oil shale, gas, and sodium on the public domain, approved Feb. 25, 1920. Mr. Ferris; Committee on the Public Lands, 3912.
- H. R. 16153—Granting the consent of Congress to the Washington & Old Dominion Railway, a corporation, to construct a bridge across the Potomac River. Mr. Moore of Virginia; Committee on Interstate and Foreign Commerce, 4009.—Reported back (H. Rept. 1390), 4216.
- H. R. 16154—Providing for the election of a Delegate to the House of Representatives from the District of Columbia, and for other purposes. Mr. Reed of West Virginia; Committee on the District of Columbia, 4009.
- H. R. 16155—To create a separate bureau in the Department of the Interior to be known as the bureau for the incapacitated soldiers and sailors of the World War, and for other purposes. Mr. Romjue; Committee on Interstate and Foreign Commerce, 4009.
- H. R. 16156—Granting a pension to John F. Brannan. Mr. Kleczka; Committee on Pensions, 4009.
- H. R. 16157—Granting an increase of pension to Juana Royval de Martinez. Mr. Hernandez; Committee on Pensions, 4107.
- H. R. 16158—To authorize the Secretary of War to grant a perpetual easement for railroad right of way and a right of way for a public highway over and upon a portion of the military reservation of Fort Sheridan, in the State of Illinois. Mr. Chindblom; Committee on Military Affairs, 4216.
- H. R. 16159—To establish in the Treasury Department a bureau of soldier rehabilitation and war risk insurance, and for the purpose of improving the facilities and service of the Bureau of War Risk Insurance, and of further amending and modifying the war risk insurance act. Mr. Sweet; Committee on Interstate and Foreign Commerce, 4216.
- H. R. 16160—Granting a pension to Adam Keesey. Mr. Brooks of Pennsylvania; Committee on Pensions, 4217.
- H. R. 16161—To amend the United States warehouse act of Aug. 11, 1916, to make it possible for individual farmers to store and finance their grain and market it direct through negotiable warehouse receipts. Mr. Riddick; Committee on Agriculture, 4359.
- H. R. 16162—To enlarge and extend the post-office building at Goldsboro, N. C. Mr. Brinson; Committee on Public Buildings and Grounds, 4359.
- H. R. 16163—To extend marketing of agricultural and live-stock products and to establish therefor a bureau in the Department of Commerce, and for other purposes. Mr. Romjue; Committee on Interstate and Foreign Commerce, 4359.
- H. R. 16165—For the relief of the Charlestown Sand & Stone Co. Mr. Andrews of Maryland; Committee on Claims, 4359.
- H. R. 16166—Granting a pension to Hattie Barnes. Mr. Brooks of Pennsylvania; Committee on Invalid Pensions, 4359.
- H. R. 16167—Granting a pension to Elizabeth Yeatts. Mr. Brooks of Pennsylvania; Committee on Invalid Pensions, 4359.
- H. R. 16168—Granting a pension to Mary A. Clegg. Mr. Cramton; Committee on Invalid Pensions, 4359.
- H. R. 16169—To authorize appropriation of \$250,000, to be paid out of the Treasury by the Secretary of the Treasury to the Central Storage Co., of San Angelo, Tex. Mr. Hudspeth; Committee on Claims, 4359.
- H. R. 16170—To further regulate certain public service corporations operating within the District of Columbia, and for other purposes. Mr. Woods of Virginia; Committee on the District of Columbia, 4546.

215-385 HOUSE JOINT RESOLUTIONS.

- H. J. Res. 215—Authorizing the legal heirs of certain officers of the United States Coast Guard who lost their lives when the Coast Guard cutter Tampa was destroyed in Bristol Channel Sept. 26, 1918, to receive pay and allowances that would have accrued to said officers. Mr. Benson; reported back (S. Rept. 801), 3170.—Passed Senate, 3740.—Examined and signed, 3833, 3872.—Presented to the President, 3964.—Approved [Private resolution No. 3], 4079.
- H. J. Res. 339—To create a joint committee on the reorganization of the administrative branch of the Government. Mr. Reavis; laid on the table (see S. J. Res. 191), 352.
- H. J. Res. 346—Extending the time for payment of purchase money on homestead entries in the former Standing Rock Indian Reservation, in the States of North and South Dakota. Mr. Sinclair; passed House, 578.—Referred to Senate Committee on Public Lands, 654.—Reported with amendments (S. Rept. 727), 2182.—Debated, amended, and passed Senate, 3560.—House concurs in Senate amendment, 4354.—Examined and signed, 4366, 4466.—Presented to the President, 4521.—Approved [Public resolution No. 66], 4544.
- H. J. Res. 369—Admitting Emil S. Fischer to the rights and privileges of a citizen of the United States. Mr. Siegel; reported back (H. Rept. 1290), 2620.
- H. J. Res. 382—Declaring that certain acts of Congress, joint resolutions, and proclamations shall be construed as if the war had ended and the present or existing emergency expired. Mr. Volstead; Committee on the Judiciary, 11.—Reported with amendment (H. Rept. 1111), 36.—Debated, 290.—Amended and passed House, 304.—Referred to Senate Committee on the Judiciary, 308.—Reported with amendment (S. Rept. 706), 1697.—Debated, 3937, 4059.—Amended and passed Senate, 4062.—Senate requests conference with House, 4062.—Conferees appointed, 4062.—House agrees to Senate amendment, 4206.—Request for conference set aside, 4367.—Examined and signed, 4219, 4314.—Presented to the President, 4356.—Approved [Public resolution No. 64], 4521.
- H. J. Res. 383—Showing the opinion of Congress on the importation of wheat. Mr. Baer; Committee on Ways and Means, 11.
- H. J. Res. 384—Providing for the indexing of the Congressional Record by the superintendent of documents of the Government Printing Office. Mr. Kless; Committee on Printing, 11.—Reported back (H. Rept. 1112), 36.
- H. J. Res. 385—Proposing an amendment to the Constitution providing a majority of the United States Senate may ratify a treaty. Mr. Ayres; Committee on the Judiciary, 11.

- H. J. Res. 386—Providing for the transportation to this country of the body of an unknown American soldier who fell on the battle fields of France and for the burial of the remains with appropriate ceremonies.
Mr. Fish; Committee on Military Affairs, 11.
- H. J. Res. 387—To authorize the Secretary of War to grant revocable licenses for the quarrying and removal of stone from the Mariveles Military Reservation, Philippine Islands, for industrial purposes.
Mr. Kahn; Committee on Military Affairs, 11.
- H. J. Res. 388—To stay judgments and the execution thereof in the municipal court of the District of Columbia or in the Supreme Court of the District of Columbia in any landlord and tenant action or appeal under sections 20 and 1125 of the Code of Laws for the District of Columbia for a period of six months.
Mr. Begg; Committee on the Judiciary, 11.
- H. J. Res. 389—To reestablish the War Finance Corporation.
Mr. Brand; Committee on Ways and Means, 11.
- H. J. Res. 390—To create a joint committee on the reorganization of the administrative branch of the Government.
Mr. Reavis; Committee on the Judiciary, 11.
- H. J. Res. 391—Proposing an amendment to the Constitution of the United States.
Mr. Hull of Tennessee; Committee on the Judiciary, 11.
- H. J. Res. 392—To extend the time of performance of annual assessment work on mining claims for the year 1920 to July 1, 1921.
Mr. Taylor of Colorado; Committee on Mines and Mining, 11.
- H. J. Res. 393—To extend the time for performance of annual assessment work on mining claims for the year 1920.
Mr. Valle; Committee on Mines and Mining, 11.
- H. J. Res. 394—To suspend the requirements of annual assessment work on mining claims during the year 1920.
Mr. Hayden; Committee on Mines and Mining, 11.
- H. J. Res. 395—Authorizing the payment of a bonus to certain postal employees and to postmasters of third and fourth class post offices during the fiscal year ending June 30, 1921, and for other purposes.
Mr. Rouse; Committee on the Post Office and Post Roads, 11.
- H. J. Res. 396—To suspend the requirements of annual assessment work on mining claims during the year 1920.
Mr. Welling; Committee on Mines and Mining, 36.
- H. J. Res. 397—Directing the Federal Reserve Board to take such action as will permit the member banks of the Federal reserve system to grant liberal extensions of credit to the cotton growers of the country.
Mr. Lee of Georgia; Committee on Banking and Currency, 107.
- H. J. Res. 398—Authorizing the Secretary of War to loan to the training school for disabled ex-service men at Tennessee Polytechnic Institute, Cookeville, Tenn., necessary tents and cots for use of the ex-service men.
Mr. Hull of Tennessee; Committee on Military Affairs, 146.
- H. J. Res. 399—Proposing an amendment to the Constitution of the United States providing that each State shall have at least two Representatives.
Mr. Dale; Committee on the Judiciary, 146.
- H. J. Res. 400—Directing the War Finance Corporation and the Federal Reserve Board to take certain action for the relief of the present depression in the agricultural sections of the country.
Mr. Almon; Committee on Banking and Currency, 146.
- H. J. Res. 401—Authorizing and instructing the Secretary of the Treasury and War Finance Corporation to revive the activities of the War Finance Corporation and to direct the Federal Reserve Board to cooperate in affording necessary relief in the present emergency.
Mr. Briggs; Committee on Banking and Currency, 199.
- H. J. Res. 402—Authorizing the erection on public grounds in the city of Washington, D. C., of a memorial to the dead of the First Division, American Expeditionary Forces, in the World War.
Mr. Blackburn; Committee on the Library, 199.
- H. J. Res. 403—Authorizing the painting of a full-length portrait of Abraham Lincoln and placing it in the Hall of the House of Representatives.
Mr. Monahan of Wisconsin; Committee on the Library, 199.
- H. J. Res. 404—To suspend the requirements of annual assessment work on mining claims during the year 1920.
Mr. Welling; Committee on Mines and Mining, 199.—Reported back (H. Rept. 1118), 305.—Laid on the table (see S. 4565), 1518.
- H. J. Res. 405—Authorizing the appropriation of certain sums now in the Federal Treasury to the credit of the District of Columbia, and authorizing an appropriation for the enlargement of the present water system of the District of Columbia.
Mr. Zihlman; Committee on the District of Columbia, 199.
- H. J. Res. 406—Relating to the use of net earnings derived by the United States from the Federal reserve banks in the years 1921 and 1922, being the earnings accrued and accruing during the years 1920 and 1921.
Mr. Tinker; Committee on Banking and Currency, 251.
- H. J. Res. 407—Authorizing payment of the salaries of officers and employees of Congress for December, 1920, on the 20th day of said month.
Mr. Good; from the Committee on Appropriations, 250.—Passed House, 250.—Referred to Senate Committee on Appropriations, 308.—Reported back and passed Senate, 308.—Examined and signed, 356. 359.—Presented to the President, 401.—Approved [Public resolution No. 53], 425.
- H. J. Res. 408—Relating to the use of net earnings derived by the United States from the Federal reserve banks for the years 1921 and 1922, being the earnings accrued and accruing during the years 1920 and 1921.
Mr. Tinker; Committee on Banking and Currency, 305.
- H. J. Res. 409—To authorize and direct the Secretary of the Navy to open certain naval radio stations for the dissemination of public information.
Mr. Britten; Committee on the Merchant Marine and Fisheries, 305.
- H. J. Res. 410—To authorize payment to members of the Army and Navy who were employed as enumerators during the Fourteenth Decennial Census to take the census of persons in the Army and Navy.
Mr. Siegel; Committee on the Census, 305.—Reported back (H. Rept. 1140), 610.
- H. J. Res. 411—Authorizing the Secretary of the Treasury to enter into an agreement to lease, or to execute lease for hospitals acquired or to be constructed by the State of New York, or other States of the United States of America, for the care and treatment of beneficiaries of the Bureau of War Risk Insurance.
Mr. Dunn; Committee on Public Buildings and Grounds, 352.—Reported with amendment (H. Rept. 1137), 357.—Debated, 1521.
- H. J. Res. 412—Proposing an amendment to the Constitution of the United States.
Mr. Schall; Committee on Election of President, Vice President, and Representatives in Congress, 357.
- H. J. Res. 413—Proposing an amendment to the Constitution of the United States.
Mr. McArthur; Committee on Election of President, Vice President, and Representatives in Congress, 402.
- H. J. Res. 414—Proposing an amendment to the Constitution of the United States.
Mr. McArthur; Committee on Election of President, Vice President, and Representatives in Congress, 402.
- H. J. Res. 415—Extending the time for the payment of taxes under the act of Feb. 24, 1919.
Mr. Edmonds; Committee on Ways and Means, 402.—Reported with amendments (H. Rept. 1132), 544.—Recommitted to Committee on Ways and Means, 1018.
- H. J. Res. 416—Repealing a limitation upon expenditures from the contingent fund of the House for certain supplies.
Mr. Ireland; Committee on Accounts, 448.—Debated, 3896.
- H. J. Res. 417—Authorizing the Postmaster General to make payment through postmasters of all bills presented by local managers of telegraph companies for telegrams sent by officials of the Government of the United States, and for other purposes.
Mr. Ireland; Committee on the Post Office and Post Roads, 448.
- H. J. Res. 418—To provide for the collection of duties for the period of one year upon importations of certain agricultural products.
Mr. Young of North Dakota; Committee on Ways and Means, 448.
- H. J. Res. 419—Instructing the Attorney General to institute certain suits, etc., and for other purposes.
Mr. Raker; Committee on the Public Lands, 495.
- H. J. Res. 420—To amend the Code of the District of Columbia relating to the compensation to be received by the deputy United States marshals in and for the District of Columbia.
Mr. Zihlman; Committee on the Judiciary, 495.
- H. J. Res. 421—Repealing the tariff act of Oct. 3, 1913, commonly known as the Underwood tariff measure, and reenacting the act of Aug. 5, 1909, commonly known as the Payne tariff measure.
Mr. Begg; Committee on Ways and Means, 496.
- H. J. Res. 422—To use alien property funds until same shall be distributed according to law.
Mr. Stevenson; Committee on Interstate and Foreign Commerce, 595.
- H. J. Res. 423—Providing for the appointment of a joint select committee to consider and draft legislation to facilitate the exchange and sale of agricultural products between producer and consumer.
Mr. Hull of Tennessee; Committee on Rules, 595.
- H. J. Res. 424—Authorizing and empowering the President to invite all nations to send delegates to a convention to provide for disarmament.
Mr. Brooks of Illinois; Committee on Foreign Affairs, 616.—Reported back (H. Rept. 1283), 2478.
- H. J. Res. 425—Authorizing the appointment of an ambassador to China.
Mr. Porter; Committee on Foreign Affairs, 616.—Reported back (H. Rept. 1323), 3167.
- H. J. Res. 426—Providing for the bringing to the United States of a body of an unknown American killed on the battle fields of France, and for the burial of the remains with appropriate ceremonies.
Mr. Fish; Committee on Military Affairs, 616.—Reported with amendments (H. Rept. 1292), 2620.—Passed House, 4354.—Reported back, 4365.—Passed Senate, 4366.—Examined and signed, 4489.—Presented to the President, 4405.—Approved [Public resolution No. 67], 4544.
- H. J. Res. 427—To pay John Sletcinski, brother of Alexander Sletcinski, for loss of his life.
Mr. Emerson; Committee on Claims, 671.
- H. J. Res. 428—To repeal section 8 of the act entitled "An act making appropriations for the naval service for the fiscal year ending June 30, 1921, and for other purposes," approved June 4, 1920.
Mr. Bankhead; Committee on Naval Affairs, 774.—Reported with amendment (H. Rept. 1177), 1181.
- H. J. Res. 429—Proposing an amendment to the Constitution of the United States.
Mr. McFadden; Committee on Ways and Means, 792.
- H. J. Res. 430—To extend the time for filing applications for relief under the River and Harbor act approved March 2, 1919.
Mr. Osborne; Committee on Rivers and Harbors, 806.
- H. J. Res. 431—To pay Louis Cayet for injuries received when his motor cycle collided with a mail truck.
Mr. Emerson; Committee on Claims, 806.

- H. J. Res. 432—Authorizing transportation for dependents of Army field clerks and field clerks Quartermaster Corps.
Mr. Kahn; Committee on Military Affairs, 837.
- H. J. Res. 433—Requesting the President of the United States to transmit protest against the retention of the French colored troops in the occupied area of Germany.
Mr. Britten; Committee on Foreign Affairs, 917.
- H. J. Res. 434—Directing the Secretary of War to cease enlisting men in the Regular Army of the United States until the number of enlisted men shall not exceed 175,000.
Mr. Hull of Iowa; Committee on Military Affairs, 917.
- H. J. Res. 435—Authorizing the President of the United States to accept the invitation of the commission of the League of Nations to send a representative to the disarmament commission conference.
Mr. Fuller of Massachusetts; Committee on Foreign Affairs, 973.
- H. J. Res. 436—Making June 1 a legal holiday.
Mr. Crowther; Committee on the Judiciary, 1019.
- H. J. Res. 437—Repealing the tariff act of October 3, 1913, commonly known as the Underwood tariff measure, and reenacting the act of July 24, 1897, commonly known as the Dingley tariff measure.
Mr. Crowther; Committee on Ways and Means, 1019.
- H. J. Res. 438—Requesting the President of the United States to protest against the retention of the French colored troops in the occupied area of Germany.
Mr. Sinclair; Committee on Foreign Affairs, 1019.
- H. J. Res. 439—To provide for the maintenance of public order and the protection of life and property in connection with the presidential inaugural ceremonies in 1921.
Mr. Mapes; Committee on the District of Columbia, 1019.
- H. J. Res. 440—Directing the Secretary of War to cease enlisting men in the Regular Army of the United States, except in the case of those men who have already served two or more enlistments therein.
Mr. Kahn; Committee on Military Affairs, 1019.—Reported with amendments (H. Rept. 1168), 1082.—Debated, 1533.—Passed House, 1538.—Referred to Senate Committee on Military Affairs, 1544.—Reported back (S. Rept. 713), 1855.—Passed Senate, 1855.—Examined and signed, 2129, 2152.—Presented to the President, 2179.—Vetoed by the President [Public resolution No. 59], 2684.—Passed in House over President's veto, 2684.—Passed in Senate over President's veto, 2718.
- H. J. Res. 441—Confirming the action of past Congresses for the establishment of an American Navy capable of affording the greatest measure of protection to American commerce, American life, and American principles, and to maintain our national independence within our own control.
Mr. Britten; Committee on Naval Affairs, 1083.
- H. J. Res. 442—Proposing an amendment to the Constitution of the United States.
Mr. Newton of Missouri; Committee on the Judiciary, 1134.
- H. J. Res. 443—Authorizing the President to appoint a board for the preparation of a harmonious system of contract forms, and for other purposes.
Mr. Britten; Committee on the Judiciary, 1236.
- H. J. Res. 444—Authorizing the President to require the United States Sugar Equalization Board to take over and dispose of 13,902 tons of sugar imported from the Argentine Republic.
Mr. Ward; Committee on Agriculture, 1292.—Reported back (H. Rept. 1276), 2401.
- H. J. Res. 445—Authorizing the Public Buildings Commission, created by the act of Congress approved Mar. 1, 1919, to inquire into the feasibility of providing a site and erecting thereon a suitable official apartment house and hotel for the accommodation of the Vice President and Members of the Senate and House of Representatives and their immediate families; and to submit a report thereon to Congress with recommendations at the earliest practicable date.
Mr. Langley; Committee on Public Buildings and Grounds, 1292.—Reported back (H. Rept. 1258), 2179.
- H. J. Res. 446—Proposing an amendment to the Constitution of the United States.
Mr. Siegel; Committee on the Judiciary, 1339.
- H. J. Res. 447—To provide a commission to inquire into and submit recommendations to Congress relative to the advisability of erecting a naval museum in Washington, D. C.
Mr. Butler; Committee on Naval Affairs, 1439.
- H. J. Res. 448—To provide a commission to inquire into and submit recommendations to Congress relative to the necessity and advisability of erecting a new chapel at the United States Naval Academy.
Mr. Butler; Committee on Naval Affairs, 1439.
- H. J. Res. 449—To provide a commission to inquire into and submit recommendations to Congress relative to the erection of a suitable memorial to the late Admiral George Dewey, United States Navy.
Mr. Butler; Committee on the Library, 1540.
- H. J. Res. 450—Authorizing and directing the Secretary of War to donate to the Richmond, Va., branch of the Salvation Army 50 cots, bed sacks, pillows, sheets, and blankets.
Mr. Montague; Committee on Military Affairs, 1657.
- H. J. Res. 451—Authorizing the Secretary of the Navy to receive for instruction at the United States Naval Academy, at Annapolis, Mr. Jose A. de la Torriente, a citizen of Cuba.
Mr. Butler; Committee on Naval Affairs, 1695.
- H. J. Res. 452—Providing that one term of the United States District Court for the Eastern Judicial District of Oklahoma shall be held annually at Ada, Okla.
Mr. McKeown; Committee on the Judiciary, 1695.
- H. J. Res. 453—Proposing an amendment to the Constitution of the United States.
Mr. Ramseyer; Committee on the Judiciary, 1725.
- H. J. Res. 454—To pay A. W. Young for money improperly refunded by him to the Post Office Department.
Mr. Ashbrook; Committee on Claims, 1854.
- H. J. Res. 455—Proposing an amendment to the Constitution of the United States.
Mr. Hill; Committee on the Judiciary, 1913.
- H. J. Res. 456—Authorizing and directing the accounting officers of the Treasury to allow credit to the disbursing clerk of the Bureau of War Risk Insurance in certain cases.
Mr. Sweet; Committee on Interstate and Foreign Commerce, 1913.
- H. J. Res. 457—Inquiring as to the rights of the Montauk Indians of New York.
Mr. Snyder; Committee on Indian Affairs, 1990.
- H. J. Res. 458—Restraining all further steps looking to allotment of lands within the Bad River Indian Reservation in the State of Wisconsin until further revision of the tribal roll.
Mr. Nelson of Wisconsin; Committee on Indian Affairs, 2043.
- H. J. Res. 459—Authorizing the President to extend invitations to foreign Governments to participate in a world's dairy congress.
Mr. Browne; Committee on Foreign Affairs, 2043.—Reported with amendment (H. Rept. 1273), 2357.
- H. J. Res. 460—To change the name of the Grand River in Colorado and Utah to the Colorado River.
Mr. Taylor of Colorado; Committee on Interstate and Foreign Commerce, 2101.—Reported with amendment (H. Rept. 1354), 3722.
- H. J. Res. 461—To amend section 2 of the joint resolution entitled "Joint resolution to authorize the operation of Government-owned radio stations for the use of the general public, and for other purposes," approved June 5, 1920.
Mr. Chindblom; Committee on the Merchant Marine and Fisheries, 2101.—Reported back (H. Rept. 1269), 2284.
- H. J. Res. 462—Authorizing the installation of water meters in buildings occupied by the executive and municipal departments and governmental institutions in the District of Columbia, and for the establishment of rates for water used therein.
Mr. Zihlman; Committee on the District of Columbia, 2284.
- H. J. Res. 463—Authorizing the retirement as warrant officers of certain Army field clerks and field clerks Quartermaster Corps.
Mr. Kahn; Committee on Military Affairs, 2358.
- H. J. Res. 464—Providing for the monetization of the bonds issued by the United States of America during the World War.
Mr. Park; Committee on Ways and Means, 2402.
- H. J. Res. 465—For the appointment of one member of the Board of Managers of the National Home for Disabled Volunteer Soldiers.
Mr. Kahn; Committee on Military Affairs, 2402.—Reported back (H. Rept. 1295), 2685.—Passed House, 3584.—Referred to Senate Committee on Military Affairs, 3598.—Reported back and passed Senate (*omitted in Record*).—Examined and signed, 3833, 3872.—Presented to the President, 3964.—Approved [Public resolution No. 63], 4079.
- H. J. Res. 466—Suggesting that American supplies be purchased, as far as practicable, with American funds contributed for foreign relief.
Mr. Lazaro; Committee on Foreign Affairs, 2540.
- H. J. Res. 467—Designation of first week in April as "National corn meal week."
Mr. Reavis; Committee on Agriculture, 2823.
- H. J. Res. 468—Creating a commission to represent the United States in the celebration of the first centennial of the proclamation of the independence of the Republic of Peru.
Mr. Porter; Committee on Foreign Affairs, 2823.
- H. J. Res. 469—Directing the Secretary of the Navy to turn over certain obsolete seacraft to the Air Service of the Army and directing the Chief of Air Service of the Army to conduct extensive tests on same to further study and development of aerial attack on seacraft.
Mr. Anthony; Committee on Naval Affairs, 3099.
- H. J. Res. 470—Directing the railroad labor board to make further investigation of wages and salaries paid to railway employees under its decisions of July, 1920, and to make such changes and modifications in its said decisions of July, 1920, as it may determine are justified in the public interest and will at the same time award railway employees just and reasonable wages.
Mr. Black; Committee on Interstate and Foreign Commerce, 3167.
- H. J. Res. 471—Directing the Interstate Commerce Commission to review its decision of July 29, 1920, granting certain increased rates to common carriers under section 15a of the interstate commerce act, and to make such reduction, if any, in such rates, fares, and charges as it may find to be just and reasonable.
Mr. Black; Committee on Interstate and Foreign Commerce, 3167.
- H. J. Res. 472—Making an appropriation to continue the valuation of the property of carriers.
Mr. Good; reported from Committee on Appropriations, 3202.—Debated and passed House, 3202.—Referred to Senate Committee on Appropriations, 3176.—Reported back, 3176.—Debated and passed Senate, 3177.—Examined and signed, 3177, 3203.—Presented to the President, 3203.—Approved [Public resolution No. 61], 3412.
- H. J. Res. 473—Authorizing the retirement as warrant officers of certain Army field clerks and field clerks, Quartermaster Corps.
Mr. Siegel; Committee on Military Affairs, 3287.
- H. J. Res. 474—To enable the United States Public Health Service to renovate buildings for hospitals for disabled ex-service men.
Mr. McLeod; Committee on Public Buildings and Grounds, 3287.
- H. J. Res. 475—To pay the city of Cleveland, Ohio, for work done in front of Government property.
Mr. Emerson; Committee on Claims, 3653.

- H. J. Res. 476—To pay the actual and necessary expenses of James I. Coffey and William Lufkins in visiting Washington in the interests of the Chippewa Indians of Minnesota.
Mr. Steenerson; Committee on Indian Affairs, 3912.—Reported with amendment (H. Rept. 1397), 4216.
- H. J. Res. 477—Amending section 5211 of the Revised Statutes.
Mr. McFadden; Committee on Banking and Currency, 3912.
- H. J. Res. 478—Requesting suspension of speculative short sales.
Mr. Lee of Georgia; Committee on Agriculture, 4216.—Reported back (H. Rept. 1404), 4359.

- H. J. Res. 479—Requesting suspension of speculative short sales.
Mr. Tineher; Committee on Agriculture, 4216.—Reported back (H. Rept. 1405), 4359.
- H. J. Res. 480—Making appropriations to pay the widow of Champ Clark.
Mr. Mann of Illinois; passed House, 4330.—Passed Senate, 4365.—Examined and signed, 4489, 4495.—Presented to the President, 4521.—Approved [Private resolution No. 4], 4544.
- H. J. Res. 481—Authorizing a commission to report on a proposal to construct the Nicaragua canal.
Mr. Randall of California; Committee on Interstate and Foreign Commerce, 4546.

HOUSE CONCURRENT RESOLUTIONS. 62-78

- H. Con. Res. 62—Defining the attitude of the United States Government with regard to the individual action of the President in connection with the affairs of Armenia.
Mr. Langley; Committee on Foreign Affairs, 11.
- H. Con. Res. 63—Directing the Secretary of the Treasury to cause the War Finance Corporation to exercise powers conferred upon it by Congress.
Mr. Byrnes of South Carolina; Committee on Ways and Means, 11.
- H. Con. Res. 64—Making it lawful for all firms, corporations, etc., when making their tax returns for 1920 to plead as an abatement all taxes paid during said year.
Mr. Ackerman; Committee on Ways and Means, 36.
- H. Con. Res. 65—Directing the Secretary of the Treasury and the War Finance Corporation to assist in financing and conducting the exportation of goods, commodities, and products of American farms, mines, and manufactures.
Mr. Steagall; Committee on Ways and Means, 146.
- H. Con. Res. 66—For the appointment of an international high commission for the investigation of conditions in Ireland.
Mr. Sherwood; Committee on Foreign Affairs, 305.
- H. Con. Res. 67—Providing for the resumption of the activities of the War Finance Corporation.
Mr. Steagall; Committee on Banking and Currency, 305.
- H. Con. Res. 68—To print summary of tariff information, 1920, as a House document, with 7,500 additional copies.
Mr. Fordney; agreed to, 602.—Referred to Senate Committee on Printing, 684.
- H. Con. Res. 69—To print statistics of imports and duties, 1908 to 1918, inclusive, as a House document, with 4,250 additional copies.
Mr. Fordney; agreed to, 603.—Referred to Senate Committee on Printing, 684.
- H. Con. Res. 70—Indorsing the European Relief Council.
Mr. French; Committee on Foreign Affairs, 837.

- H. Con. Res. 71—To designate a day on which our people may be urged to contribute to the need of the suffering populations of the world stricken by war, famine, and pestilence.
Mr. Porter; Committee on Foreign Affairs, 1339.—Reported back (H. Rept. 1186), 1392.
- H. Con. Res. 72—Providing for the printing of 8,000 copies of the proceedings in Congress upon the statue of Sequoyah.
Mr. Carter; Committee on Printing, 1990.
- H. Con. Res. 73—Directing the Clerk of the House to transmit to the President a duplicate copy of the enrolled bill (H. R. 12469) to authorize the award of a medal of honor to Chief Gunner Robert Edward Cox, United States Navy.
Mr. Walsh; considered and agreed to, 2539.—Senate concurs, 2552.
- H. Con. Res. 74—Authorizing the payment to Hampton V. Ricks of \$1,440 as messenger to the Joint Committee on Revision of the Laws of the Sixtieth Congress.
Mr. Watkins; Committee on Accounts, 3099.
- H. Con. Res. 75—Providing for a joint committee on the budget.
Mr. Hayden; Committee on Rules, 3099.
- H. Con. Res. 76—To print as a House document 1,500 copies of the Journal of the Fifty-fifth National Encampment of the Grand Army of the Republic for the use of the House and Senate.
Committee on Printing, 4195.—Reported back, agreed to, 4195.—Referred to Senate Committee on Printing, 4140.—Reported back and agreed to, 4220.
- H. Con. Res. 77—Authorizing the Clerk of the House to make certain amendments to the bill (H. R. 10074) "An act enlarging the jurisdiction of the Municipal Court of the District of Columbia, and to regulate appeals from the judgments of said court, and for other purposes."
Considered and agreed to, 4201.—Senate concurs, 4161.
- H. Con. Res. 78—Authorizing the Clerk of the House to make certain amendments to the bill (H. R. 14490) "An act to transfer the Panhandle and Plains section of Texas and Oklahoma to the United States standard central time zone."
Considered and agreed to, 4519.—Senate concurs, 4439.

HOUSE RESOLUTIONS.

- H. Res. 389—Providing for the purchase of an oil portrait of the late Hon. Theodore M. Pomeroy, former Speaker of the House of Representatives.
Mr. Gould; reported back (H. Rept. 1363), amended, and agreed to, 3891.
- H. Res. 395—Providing additional compensation for Thomas M. Holt and James Kenah, majority and minority messengers in charge of telephones.
Mr. Murphy; reported back (H. Rept. 1371), amended, and agreed to, 3893.
- H. Res. 518—Authorizing the payment of \$200 to August Buehne for extra services rendered the Members of the House of Representatives during the year 1920.
Mr. Brooks of Illinois; reported back (H. Rept. 1369), amended, and agreed to, 3894.
- H. Res. 521—Requesting the Department of Justice to investigate sugar hoarding in the District of Columbia.
Mr. Knutson; stricken from the calendar, 580.
- H. Res. 544—To provide for the consideration of S. 3477.
Mr. Kinkaid; reported back (H. Rept. 1142), 602.—Debated, amended, and agreed to, 602.
- H. Res. 572—To pay Arthur Lucas for special janitor services.
Mr. Cannon; reported back (H. Rept. 1143) and agreed to, 617.
- H. Res. 591—Authorizing the Committee on the Census to inquire respecting the extent to which citizens of the United States are denied the right to vote.
Mr. Tinkham; Committee on Rules, 11.
- H. Res. 592—Authorizing and directing the Committee on Agriculture to prepare and submit a bill providing for stabilizing the price of staple farm products.
Mr. Christopherson; Committee on Rules, 11.
- H. Res. 593—For the appointment of a committee to notify the President that a quorum of each House is assembled and that Congress is ready to receive any communication that he may be pleased to make.
Mr. Mondell, and agreed to, 6.
- H. Res. 594—Directing the Clerk of the House to inform the Senate that the House is organized and ready to proceed to business.
Mr. Good, and agreed to, 6.

- H. Res. 595—Fixing the daily hour of meeting of the House of Representatives.
Mr. Campbell of Kansas, and agreed to, 6.
- H. Res. 596—Expressing the sorrow of the House in the death of Hon. Dick T. Morgan, late a Representative from the State of Oklahoma.
Mr. Carter, and agreed to, 7.
- H. Res. 597—Expressing sorrow of the House in the death of Hon. Mahlon M. Garland, late a Representative from the State of Pennsylvania.
Mr. Butler, and agreed to, 7.
- H. Res. 598—Providing for investigation of Haiti and Dominican Republics.
Mr. Bland of Indiana; Committee on Rules, 11.
- H. Res. 599—Authorizing the appointment of a special committee for the purpose of investigating the cause of the decline and rapid fluctuation in the price of grain, live stock, and cotton.
Mr. Dickinson of Iowa; Committee on Rules, 11.
- H. Res. 600—Authorizing the Clerk of the House to pay to Florence B. Wells and G. W. Gilkison, clerks to Mahlon M. Garland, late a Representative from the State of Pennsylvania, one month's salary.
Mr. Reber; Committee on Accounts, 11.—Reported back (H. Rept. 1113) and agreed to, 105.
- H. Res. 601—For the consideration of H. R. 14461.
Mr. Johnson of Washington; Committee on Rules, 11.—Reported back (H. Rept. 1116), 127.—Debated and agreed to, 127.
- H. Res. 602—For the appointment of a standing committee to be known as the Committee on Conservation of Natural Resources.
Mr. McDuffie; Committee on Rules, 36.
- H. Res. 603—Directing the Committee on Military Affairs to investigate and fix the responsibility of the escape of Grover Cleveland Bergdoll.
Mr. Blanton; Committee on Rules, 36.
- H. Res. 604—Granting a month's salary to Ray E. Kollar and Clarence W. Nichols, clerks to the late Dick T. Morgan, Member of Congress from Oklahoma.
Mr. Harrell; Committee on Accounts, 36.—Reported back (H. Rept. 1114) and agreed to, 105.

- H. Res. 605—Directing the Federal Trade Commission to investigate the facts relative to alleged violations of the antitrust laws resulting from the operations of foreign Governments in the grain markets of the United States.
Mr. Steenerson; Committee on the Judiciary, 36.
- H. Res. 606—Providing for a messenger to the Committee on Reform in the Civil Service at \$720 per annum.
Mr. Lehibach; Committee on Accounts, 107.
- H. Res. 607—Instructing the Committee on Banking and Currency to investigate the need of legislation to permit the proper financing and extension of credits to those engaged in agriculture and stock-raising and stock-feeding pursuits and to report remedial legislation to the House of Representatives.
Mr. Strong of Kansas; Committee on Rules, 107.
- H. Res. 608—Directing investigations for the relief of the unemployed in the United States.
Mr. Mason; Committee on Labor, 107.
- H. Res. 609—For the consideration of H. J. Res. 382.
Mr. Volstead; Committee on Rules, 107.—Reported with amendments (H. Rept. 1117), 288.—Debated and agreed to, 288, 304.
- H. Res. 610—For the consideration of H. J. Res. 339.
Mr. Reavis; Committee on Rules, 107.—Reported with amendments (H. Rept. 1120), debated, and agreed to, 332.
- H. Res. 611—Discharging the Committee of the Whole House on the state of the Union from the consideration of H. R. 11984, and agreeing to the conference requested by the Senate thereon.
Mr. Nolan; Committee on Rules, 199.—Reported back (H. Rept. 1121), 352.—Debated and agreed to, 352.
- H. Res. 612—Providing that the Federal Trade Commission be directed to make a survey of all coal-bearing lands and coal mines in the United States, and for other purposes.
Mr. Lampert; Committee on Interstate and Foreign Commerce, 305.
- H. Res. 613—To investigate the conduct of Walter Reed Hospital, Washington, D. C.
Mr. McLeod; Committee on Rules, 357.
- H. Res. 614—Protesting against the looting and burning of the city of Cork and appealing to the British Government to recognize the government established by a majority of the Irish people.
Mr. Burke; Committee on Foreign Affairs, 357.
- H. Res. 615—To increase the salaries of two pages at the House telephone booths.
Mr. Stephens of Ohio; Committee on Accounts, 402.—Reported back (H. Rept. 1372), amended, and agreed to, 3893.
- H. Res. 616—Requesting the Secretary of War to transmit a copy of the report of the board of general officers concerning medals of honor, from Mar. 4, 1897, to date, and for other purposes.
Mr. Begg; Committee on Military Affairs, 448.
- H. Res. 617—Providing for the extermination of insects from House wing of the Capitol and House Office Building.
Mr. Ireland; Committee on Accounts, 448.—Reported back (H. Rept. 1370) and agreed to, 3894.
- H. Res. 618—To pay six months' salary and funeral expenses of Bryan H. Morse.
Mr. Ireland; Committee on Accounts, 496.—Reported back (H. Rept. 618), considered, and agreed to, 1056.
- H. Res. 619—Concerning conditions in Ireland.
Mr. Mason; Committee on Foreign Affairs, 496.
- H. Res. 620—Providing for the consideration of S. J. Res. 212.
Mr. McFadden; Committee on Rules, 496.—Reported back with amendment (H. Rept. 1134) and agreed to, 524.
- H. Res. 621—Authorizing the painting of a full-length portrait of Abraham Lincoln and placing it in the Hall of the House of Representatives.
Mr. Monahan of Wisconsin; Committee on Accounts, 595.
- H. Res. 622—Providing that it shall be in order to consider without intervention of a point of order amendments to H. R. 15275.
Mr. Blanton; Committee on Rules, 616.
- H. Res. 623—To investigate the conduct of officers of the Federal reserve banks and the Federal Reserve Board in relation to the extension and withdrawal of credit.
Mr. Schall; Committee on Rules, 616.
- H. Res. 624—To authorize the Committee on Ways and Means to have printed 2,500 copies of its hearings.
Mr. Fordney, and agreed to, 602.
- H. Res. 625—Requesting the War Department to furnish information to the Committee on Military Affairs regarding the abandonment of Camp Funston and providing that pending the furnishing of such information and action thereon that no action toward the wrecking and abandonment of said camp be taken.
Mr. Strong of Kansas; Committee on Military Affairs, 616.—Reported with amendments (H. Rept. 1196), 1488.—Debated, 2747.
- H. Res. 626—Directing the Federal Trade Commission to inquire into the existing price of fertilizers.
Mr. Bland of Virginia; Committee on Interstate and Foreign Commerce, 671.
- H. Res. 627—Calling upon the President for additional information regarding the expenditure of the \$100,000,000 and \$50,000,000 appropriations for national security and defense.
Mr. Gould; Committee on Appropriations, 792.—Reported back (H. Rept. 1332), 3222.—Considered and agreed to, 3222-3227.
- H. Res. 628—Accepting, on behalf of the House of Representatives, a bronze bust of the Hon. Joseph G. Cannon, a Representative from the State of Illinois.
Mr. Rucker; agreed to, 798.
- H. Res. 629—Amending the rules of the House of Representatives.
Mr. Cramton; Committee on Rules, 973.
- H. Res. 630—Authorizing the consideration of a new section in H. R. 15441, a bill making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1922.
Mr. Steenerson; Committee on Rules, 973.
- H. Res. 631—Appointing Henry N. Couden Chaplain emeritus of the House of Representatives.
Mr. Mann of Illinois; Committee on Accounts, 1019.—Reported back (H. Rept. 1167), considered, and agreed to, 1056.
- H. Res. 632—To investigate the enforcement of the eighteenth amendment to the Constitution.
Mr. Volk; Committee on Rules, 1019.
- H. Res. 633—Authorizing the consideration of a new section in H. R. 15441, a bill making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1922.
Mr. Steenerson; Committee on Rules, 1019.
- H. Res. 634—Providing that the consideration of certain amendments to H. R. 15422 shall be in order.
Mr. Good; Committee on Rules, 1083.—Reported back (H. Rept. 1170), 1112.—Debated, and agreed to, 1112.
- H. Res. 635—Requesting the Secretary of State to furnish the House of Representatives certain information as to conditions in Russia.
Mr. Dallinger; Committee on Foreign Affairs, 1083.
- H. Res. 636—Requesting the War Department to furnish information to the Committee on Military Affairs regarding the abandonment of Camp Dodge and providing that pending the furnishing of such information and action thereon that no action toward the wrecking and abandonment of said camp be taken.
Mr. Dowell; Committee on Military Affairs, 1083.—Reported with amendments (H. Rept. 1227), 2042.
- H. Res. 637—Directing the Secretary of War to furnish to the House of Representatives, not later than Feb. 1, 1921, the amount of nitrate of soda on hand in the War Department and the price paid for same per ton.
Mr. Hutchinson; Committee on Military Affairs, 1083.
- H. Res. 638—Providing for a janitor to the Committee on Reform in the Civil Service at \$720 per annum.
Mr. Lehibach; Committee on Accounts, 1182.
- H. Res. 639—For the immediate consideration of H. R. 14315.
Mr. Langley; Committee on Rules, 1292.
- H. Res. 640—Providing for inquiry as to means for better safeguarding official records and files of the United States of America within the District of Columbia.
Mr. Hill; Committee on Public Buildings and Grounds, 1290.
- H. Res. 641—To print 2,500 copies of the Soil Survey of Winn Parish, La.
Mr. Aswell; Committee on Printing, 1339.
- H. Res. 642—For the immediate consideration of H. R. 14315.
Mr. Campbell of Kansas; Committee on Rules, 1339.
- H. Res. 643—For the immediate consideration of H. R. 15476.
Mr. Townner; Committee on Rules, 1392.
- H. Res. 644—Electing Hon. Clarence J. McLeod a member of the Committee on the Census, the Committee on Industrial Arts and Expositions, and the Committee on Insular Affairs, and Hon. Charles Swindall a member of the Committee on the Public Lands.
Mr. Mondell, and agreed to, 1418.
- H. Res. 645—Requesting the Federal Trade Commission to furnish certain information regarding coal.
Mr. Newton of Minnesota; Committee on Interstate and Foreign Commerce, 1489.
- H. Res. 646—Requesting the President to furnish information in connection with the sending of troops to Cuba.
Mr. Mason; Committee on Foreign Affairs, 1540.
- H. Res. 647—Authorizing estimate of cost of improving a certain portion of the Illinois and Mississippi Rivers.
Mr. Ireland; Committee on Rivers and Harbors, 1725.
- H. Res. 648—Requesting the Secretary of War and Secretary of the Navy to furnish certain information to the House of Representatives.
Mr. Madden; Committee on Military Affairs, 1699, 1725.—Reported back (H. Rept. 1253), amended, and agreed to, 2127.
- H. Res. 649—Expressing sorrow at the death of Hon. Charles F. Booher, late a Representative from the State of Missouri.
Mr. Rucker, and agreed to, 1853.
- H. Res. 650—Authorizing the Committee on Agriculture to make certain investigations of the wool administration, War Department, regarding wool taken over by the Government in Texas during the late war.
Mr. Hudspeth; Committee on Rules, 1913.
- H. Res. 651—Authorizing the Committee on Interstate and Foreign Commerce to investigate the proposed raise in prices of farming implements by the International Harvester Co.
Mr. Jones of Texas; Committee on Rules, 1991.
- H. Res. 652—To pay B. E. Moore the sum of \$300 for services rendered in the file room of the House.
Mr. Park; Committee on Accounts, 2101.—Reported back (H. Rept. 1365), amended, and agreed to, 3890.
- H. Res. 653—Authorizing the Committee on Naval Affairs to make certain investigations regarding suspension of naval building program for six months.
Mr. Murphy; Committee on Rules, 2101.
- H. Res. 654—Authorizing the Committee on Election of President, Vice President, and Representatives in Congress to investigate and report what funds, if any, have been contributed toward contesting the election of any person holding a certificate of election to the House of Representatives of the Sixty-seventh Congress.
Mr. Clark of Missouri; Committee on Rules, 2151.
- H. Res. 655—To provide for the consideration of H. R. 15876.
Mr. Snyder; Committee on Rules, 2151.
- H. Res. 656—Authorizing the payment of \$800 to H. M. Vandervort for extra and expert services to the Committee on Invalid Pensions during the third session of the Sixty-sixth Congress.
Mr. Fuller; Committee on Accounts, 2284.

- H. Res. 657—Authorizing the payment of \$1,200 to Wayne W. Cordell for extra and expert services rendered to the Committee on Pensions during the second and third sessions of the Sixty-sixth Congress.
Mr. Sells; Committee on Accounts, 2284.
- H. Res. 658—Providing for tributes to the memory of Hon. John Hollis Bankhead, late a Senator from the State of Alabama.
Mr. Dent; agreed to, 2285, 2290, 4750.
- H. Res. 659—Authorizing the Committee on Banking and Currency of the House of Representatives to investigate and report on the charge that money and credit is controlled in the United States by a small group of individuals and financial interests.
Mr. Baer; Committee on Rules, 2358.
- H. Res. 660—To pay to Wayne W. Cordell \$1,200 for extra services rendered to the Committee on Pensions.
Mr. Sells; Committee on Accounts, 2358.—Reported back (H. Rept. 1373) and agreed to, 3893.
- H. Res. 661—To investigate the action of the District Court of the United States for the Southern District of New York, etc.
Mr. Volk; Committee on Rules, 2358.
- H. Res. 662—Authorizing the payment of \$1,200 to H. M. Vandervort for extra and expert services to the Committee on Invalid Pensions.
Mr. Fuller; Committee on Accounts, 2358.—Reported back (H. Rept. 1362) and agreed to, 3893.
- H. Res. 663—Providing for the consideration of H. R. 15836.
Mr. Esch; Committee on Rules, 2358.—Reported back (H. Rept. 1306), 2799.—Debated and agreed to, 2799.
- H. Res. 664—For the immediate consideration of S. J. Res. 161.
Mr. Parker; Committee on Rules, 2478.
- H. Res. 665—To investigate whether a district judge of the United States is permitted to draw a salary of \$42,500 to act as an arbitrator in addition to his salary as United States judge.
Mr. Welty; Committee on Rules, 2478.
- H. Res. 666—Authorizing the Clerk of the House to pay to Prince L. Booher and H. M. Booher, clerks to Charles F. Booher, late a Representative from the State of Missouri, one month's salary.
Mr. Rucker; Committee on Accounts, 2479.—Reported back (H. Rept. 1366) and agreed to, 3890.
- H. Res. 667—For the immediate consideration of S. 4039.
Mr. Snyder; Committee on Rules, 2478.
- H. Res. 668—Authorizing payment of six months' salary and funeral expenses to Ernest Wolf, on account of death of August G. Wolf, late an employee of the House.
Mr. Voigt; Committee on Accounts, 2620.—Reported back (H. Rept. 1367) and agreed to, 3890.
- H. Res. 669—For the immediate consideration of S. 3944.
Mr. Haugen; Committee on Rules, 2686.
- H. Res. 670—Providing for tributes to the memory of Hon. Mahlon M. Garland, late a Representative from the State of Pennsylvania.
Mr. Crago; agreed to, 2687.
- H. Res. 671—Requesting that the Secretary of the Treasury submit to the House of Representatives certain information regarding the loan by the War Finance Corporation to the Brooklyn Rapid Transit Co.
Mr. Volk; Committee on Ways and Means, 2760.—Debated, 3325.
- H. Res. 672—For the immediate consideration of H. R. 15994.
Mr. Butler; Committee on Rules, 2760.
- H. Res. 673—Directing the Secretary of the Treasury to furnish the House of Representatives certain correspondence with foreign Governments.
Mr. Fish; Committee on Ways and Means, 2823.
- H. Res. 674—Providing for the consideration of H. R. 15904.
Mr. Stevenson; Committee on Rules, 2823.
- H. Res. 675—For the immediate consideration of H. R. 10925.
Mr. Towner; Committee on Rules, 2823.
- H. Res. 676—Announcing the death of Hon. Fred L. Blackmon, late a Representative from the State of Alabama.
Mr. Almon, and agreed to, 2822.
- H. Res. 677—Directing the Commissioner of Internal Revenue to furnish the House of Representatives certain information.
Mr. Ogden; Committee on Ways and Means, 2888.
- H. Res. 678—Requesting the Postmaster General to furnish certain information to the House of Representatives.
Mr. Newton of Minnesota; Committee on the Post Office and Post Roads, 2960.—Reported back (H. Rept. 1389), 4216.
- H. Res. 679—Directing the Secretary of Agriculture to furnish certain information to the House of Representatives.
Mr. Newton of Minnesota; Committee on Agriculture, 2960.
- H. Res. 680—Requesting certain information from the Secretary of War.
Mr. Flood; Committee on Military Affairs, 3099.—Reported back adversely (H. Rept. 1341) and laid on table, 3520.
- H. Res. 681—Providing for the repeal of H. Res. 324 (adopted June 1, 1920), and for other purposes.
Mr. Hayden; Committee on Rules, 3099.
- H. Res. 682—Providing for investigation of charges of P. E. Byrne concerning the Commissioner of the General Land Office.
Mr. Young of North Dakota; Committee on Rules, 3099.
- H. Res. 683—For paying tributes to the memory of Hon. Thomas Staples Martin, late a Senator from the State of Virginia.
Mr. James of Virginia, and agreed to, 3100, 4749.
- H. Res. 684—Authorizing the Committee on Military Affairs, upon the passage of H. Res. 680, to conduct an investigation concerning the activities of J. M. Hill and C. C. Lindsay in their relations to the War Department.
Mr. Johnson of South Dakota; Committee on Rules, 3167.
- H. Res. 685—To pay Gertrude I. Jemison, clerk to the late Hon. Fred L. Blackmon, one month's salary.
Mr. Dent; Committee on Accounts, 3230.—Reported back (H. Rept. 1368) and agreed to, 3890.
- H. Res. 686—Providing for the appointment of Thomas F. Farrell as a special messenger.
Mr. Winslow; Committee on Accounts, 3230.—Reported back (H. Rept. 1364), amended, and agreed to, 3890.
- H. Res. 687—Authorizing the Committee on Reform in the Civil Service to employ technical and clerical assistance.
Mr. Lehlbach; Committee on Accounts, 3287.
- H. Res. 688—Authorizing the Committee on Reform in the Civil Service to employ technical and clerical assistance.
Mr. Lehlbach; Committee on Accounts, 3357.
- H. Res. 689—To take from the table H. R. 15275, disagree to the Senate amendments, and request a conference of the Senate on the same.
Mr. Campbell of Kansas, and agreed to (H. Rept. 1339), 3488.
- H. Res. 690—For paying tributes to the memory of Hon. Charles F. Booher, late a Representative from the State of Missouri.
Mr. Dickinson of Missouri, and agreed to, 3522, 4757.
- H. Res. 691—For paying tributes to the memory of Hon. Fred L. Blackmon, late a Representative from the State of Alabama.
Mr. Dent, and agreed to, 3524, 4242, 4734, 4756.
- H. Res. 692—Authorizing the chairman of the Committee on Enrolled Bills to employ additional clerks.
Mr. Ramsey; Committee on Accounts, 3590.—Reported back and adopted, 3890.
- H. Res. 693—Making an appropriation for the restoration of decorations in the House wing of the Capitol Building.
Mr. Zihlman; Committee on Accounts, 3590.—Reported back (H. Rept. 1413), 4496.—Agreed to, 4497.
- H. Res. 694—Asking the Secretary of the Navy to give information to Congress concerning the cost of metal furniture as produced by the Navy Department.
Mr. Emerson; Committee on Naval Affairs, 3829.
- H. Res. 695—To pay Arthur Lucas for special janitor services.
Mr. Cannon; Committee on Accounts, 3912.—Reported back (H. Rept. 1415) and agreed to, 4496.
- H. Res. 696—Declaring that Henry H. Bodensstab was not elected a Representative in Congress from the fifth congressional district of Wisconsin.
Mr. Dallinger, and agreed to, 3883-3889.
- H. Res. 697—Declaring that Patrick McLane was not elected a Representative in Congress from the tenth congressional district of Pennsylvania.
Mr. Dallinger, and agreed to, 3897, 3899, 3901.
- H. Res. 698—Declaring John R. Farr duly elected a Representative in Congress from the tenth congressional district of Pennsylvania.
Mr. Dallinger, and agreed to, 3912.
- H. Res. 699—Appointing a committee to investigate Fox Hills Hospital and the officers of the Federal Board for Vocational Education in New York City.
Mr. MacGregor; Committee on Rules, 4009.
- H. Res. 700—Providing for tributes to the memory of Hon. Charles A. Nichols, late a Representative from the State of Michigan.
Mr. McLaughlin of Michigan, and agreed to, 4011.
- H. Res. 701—Providing for tributes to the memory of Hon. Dick T. Morgan, late a Representative from the State of Oklahoma.
Mr. Swindall; agreed to, 4015.
- H. Res. 702—For the employment of additional help in the enrolling room.
Mr. Ireland; Committee on Accounts, 4107.—Reported back (H. Rept. 1414) and agreed to, 4496.
- H. Res. 703—To pay the Capitol and House Office Building police forces \$200 for extra services.
Mr. Mason; Committee on Accounts, 4107.
- H. Res. 704—To pay Ernest H. Bradley the sum of \$300 for services rendered to the Committee on Appropriations.
Mr. Anderson; Committee on Accounts, 4217.
- H. Res. 705—Authorizing the payment of \$500 to Joseph H. McGann for services rendered to the Committee on Appropriations.
Mr. Dempsey; Committee on Accounts, 4217.
- H. Res. 706—For the relief of J. G. Nettleton.
Mr. Madden; Committee on Accounts, 4217.
- H. Res. 707—Expressing the sorrow of the House in the death of Hon. Champ Clark, late a Representative from the State of Missouri, and authorizing the appointment of a committee to superintend the funeral arrangements.
Mr. Rucker; agreed to, 4356.
- H. Res. 708—To print 2,000 copies of the Digest and Manual of the Rules and Practice of the House of Representatives as a House document.
Mr. Kiess; submitted and withdrawn, 4499.
- H. Res. 709—Calling for an investigation of agricultural organizations and associations relative to the control and price of food products.
Mr. Gould; Committee on Agriculture, 4546.
- H. Res. 710—To print 2,000 copies of the Digest and Manual of the Rules and Practice of the House of Representatives as a House document.
Mr. Kiess; agreed to, 4519.
- H. Res. 711—To appoint a committee to wait upon the President of the United States.
Mr. Mondell; agreed to, 4542.
- H. Res. 712—Presenting the thanks of the House to Hon. F. H. Gillett, Speaker of the House of Representatives.
Mr. Garrett; agreed to, 4546.

